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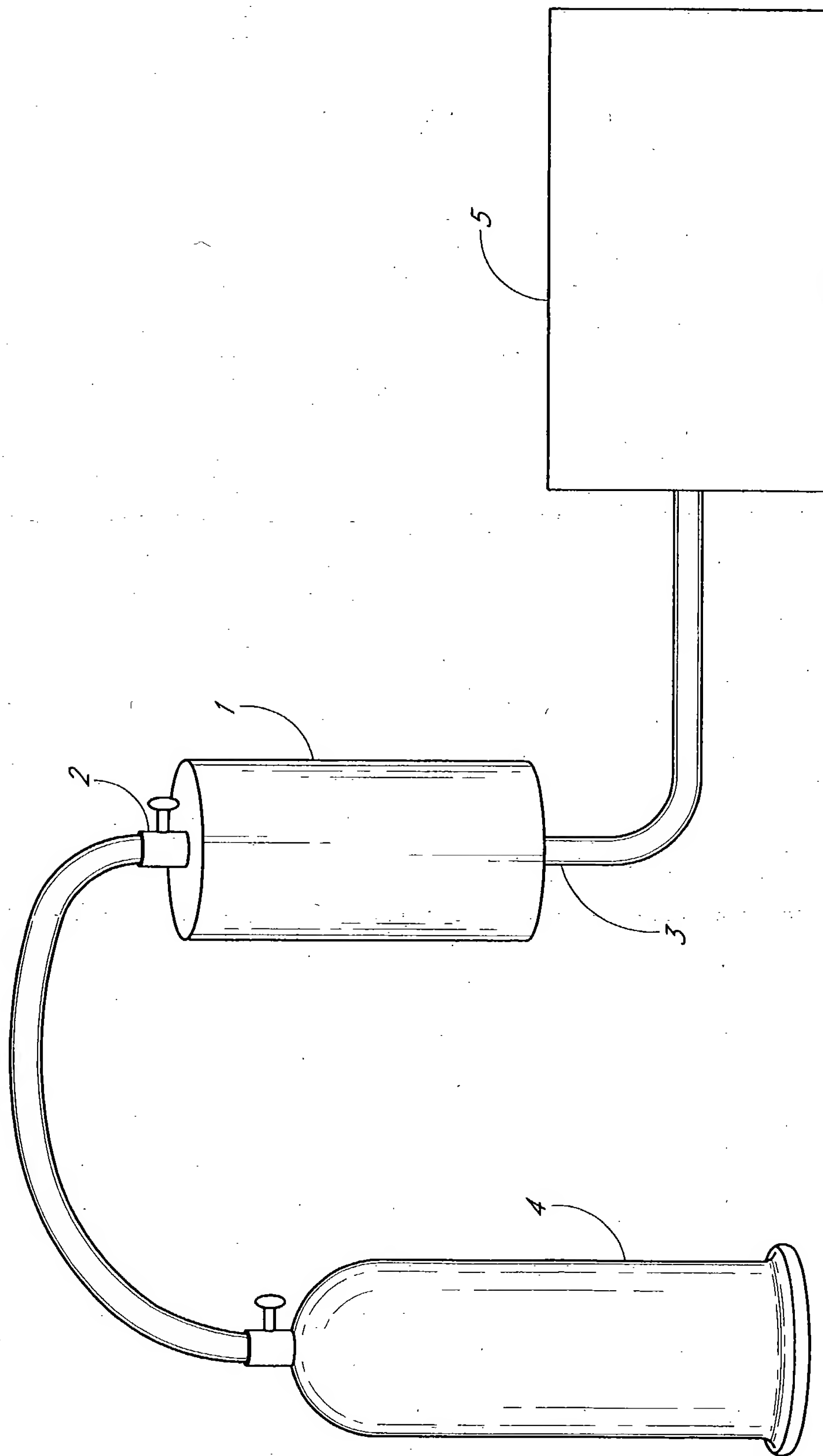
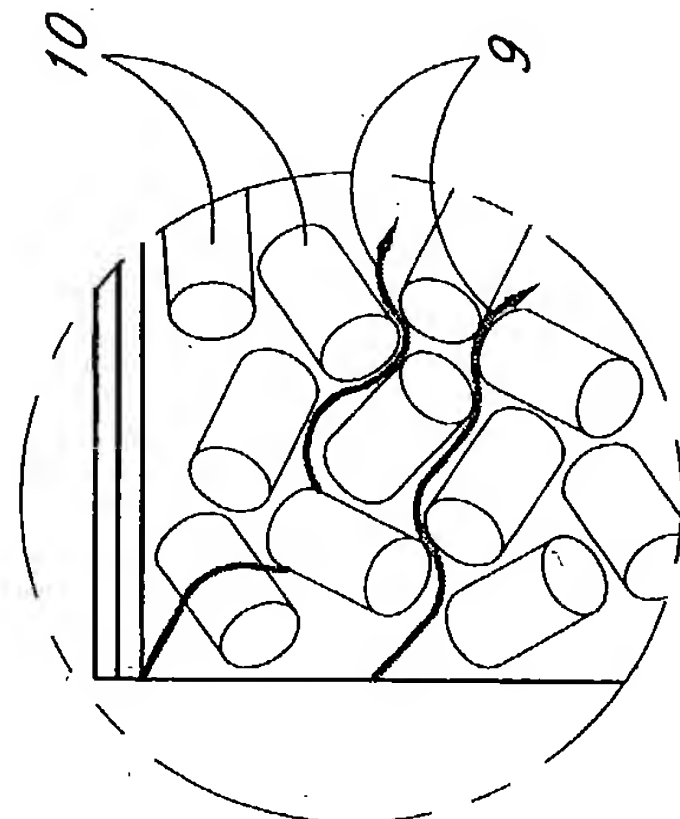
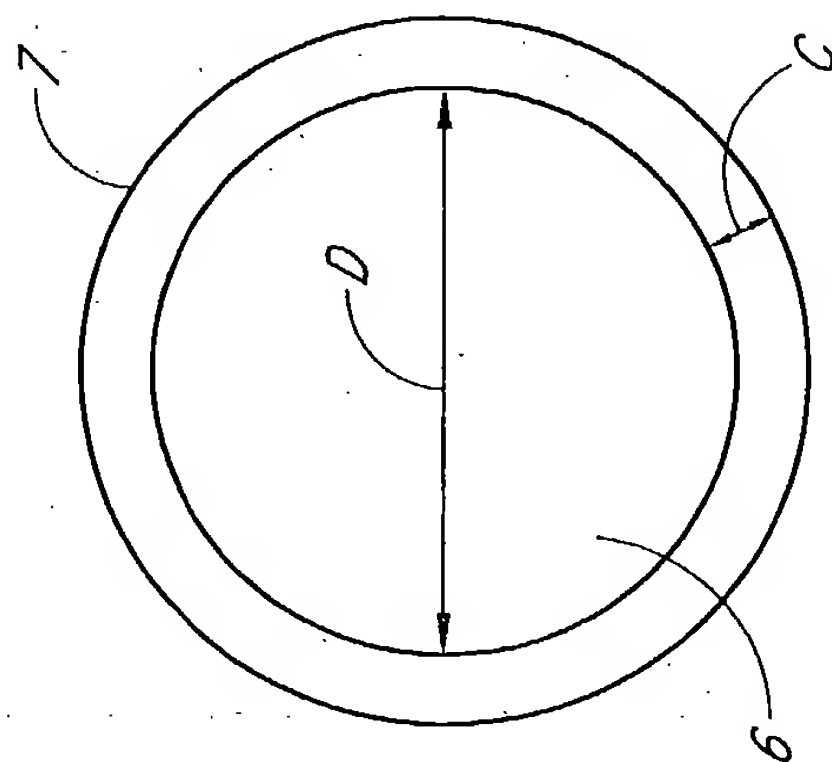
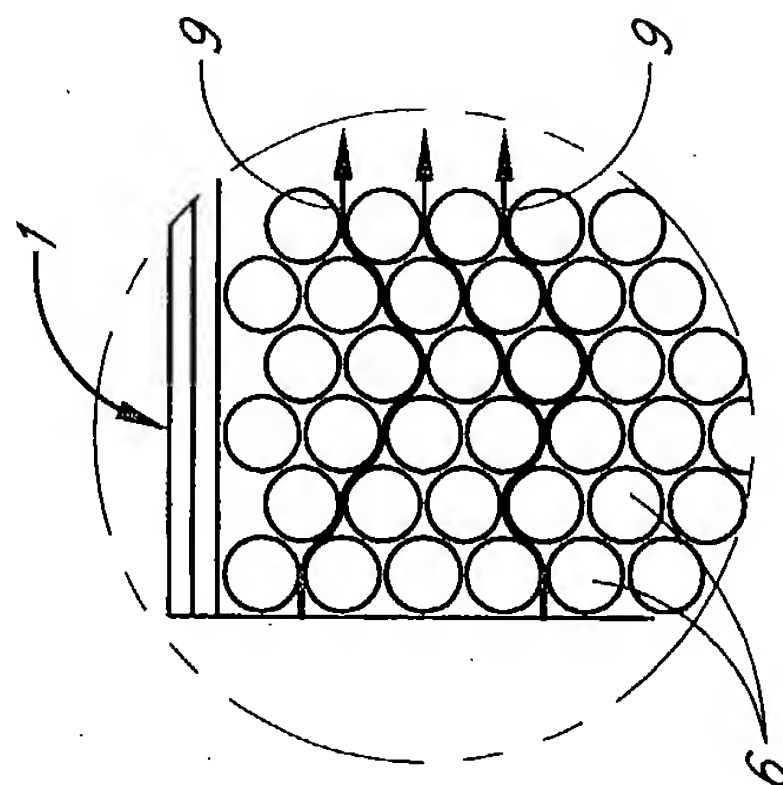
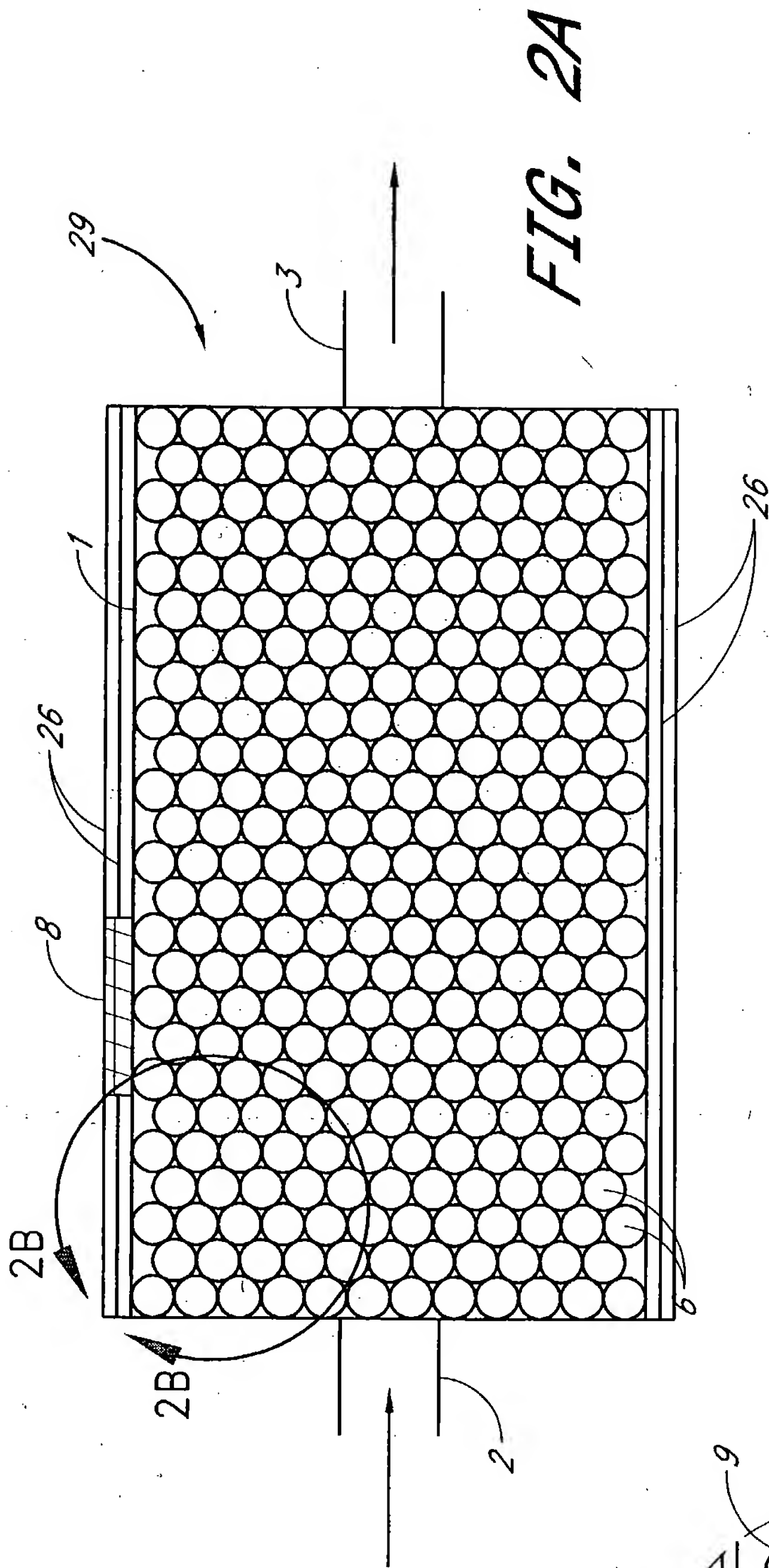


FIG. 1



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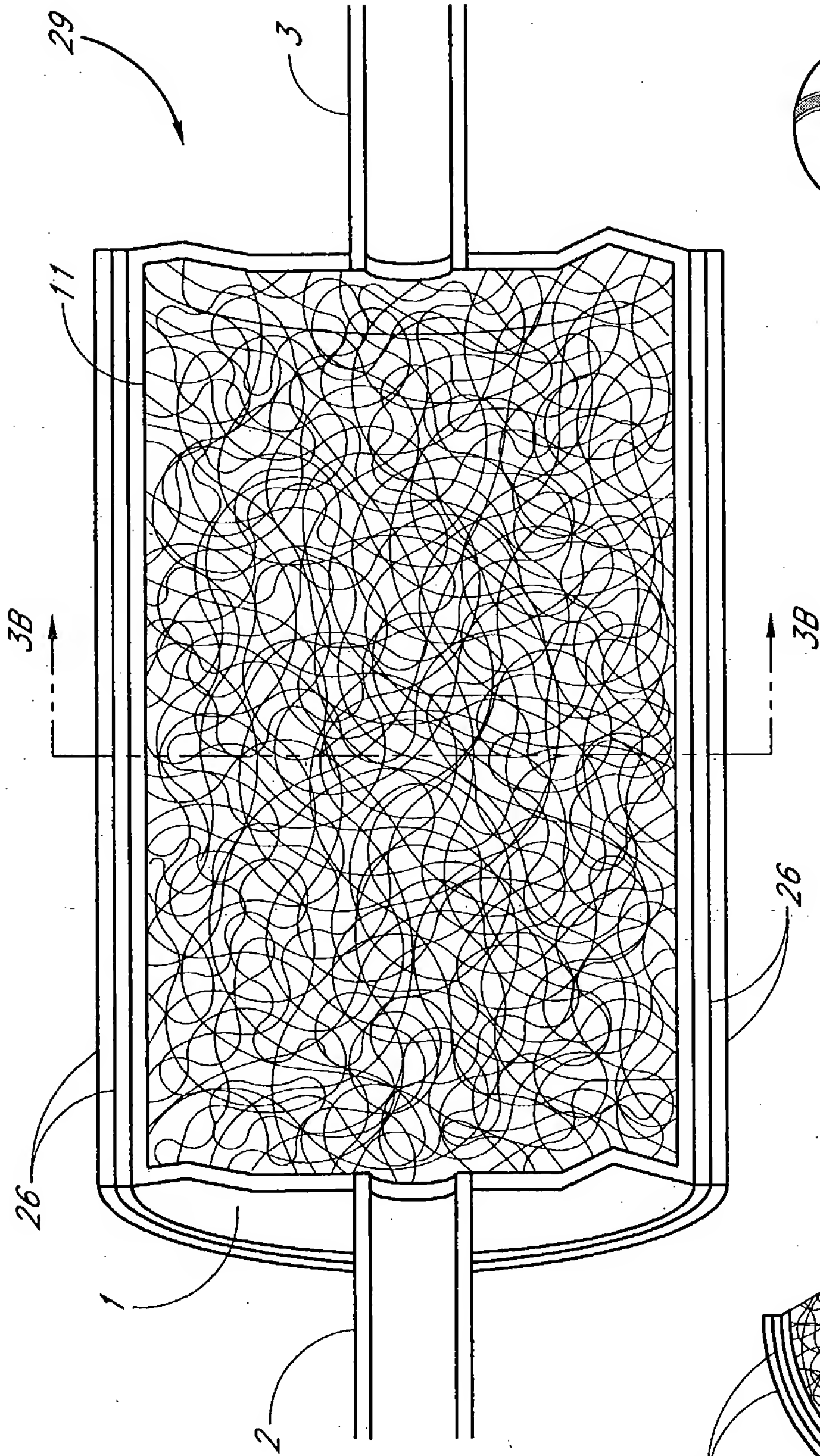


FIG. 3A

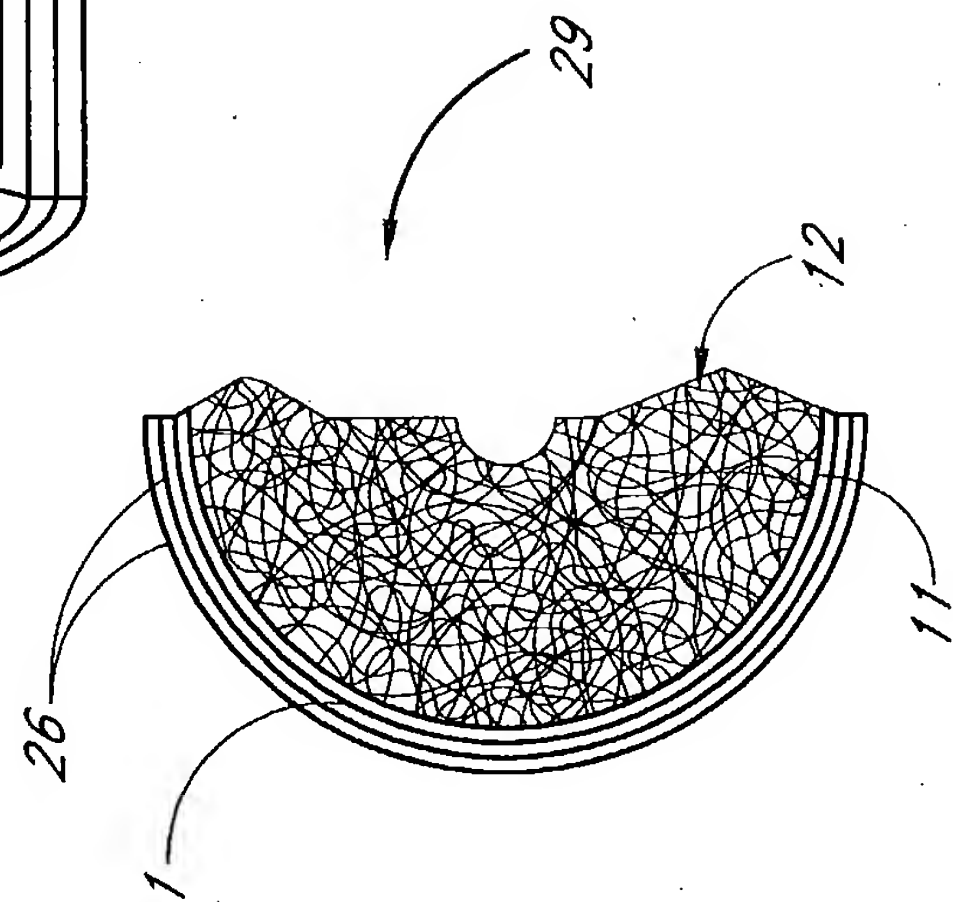


FIG. 3B

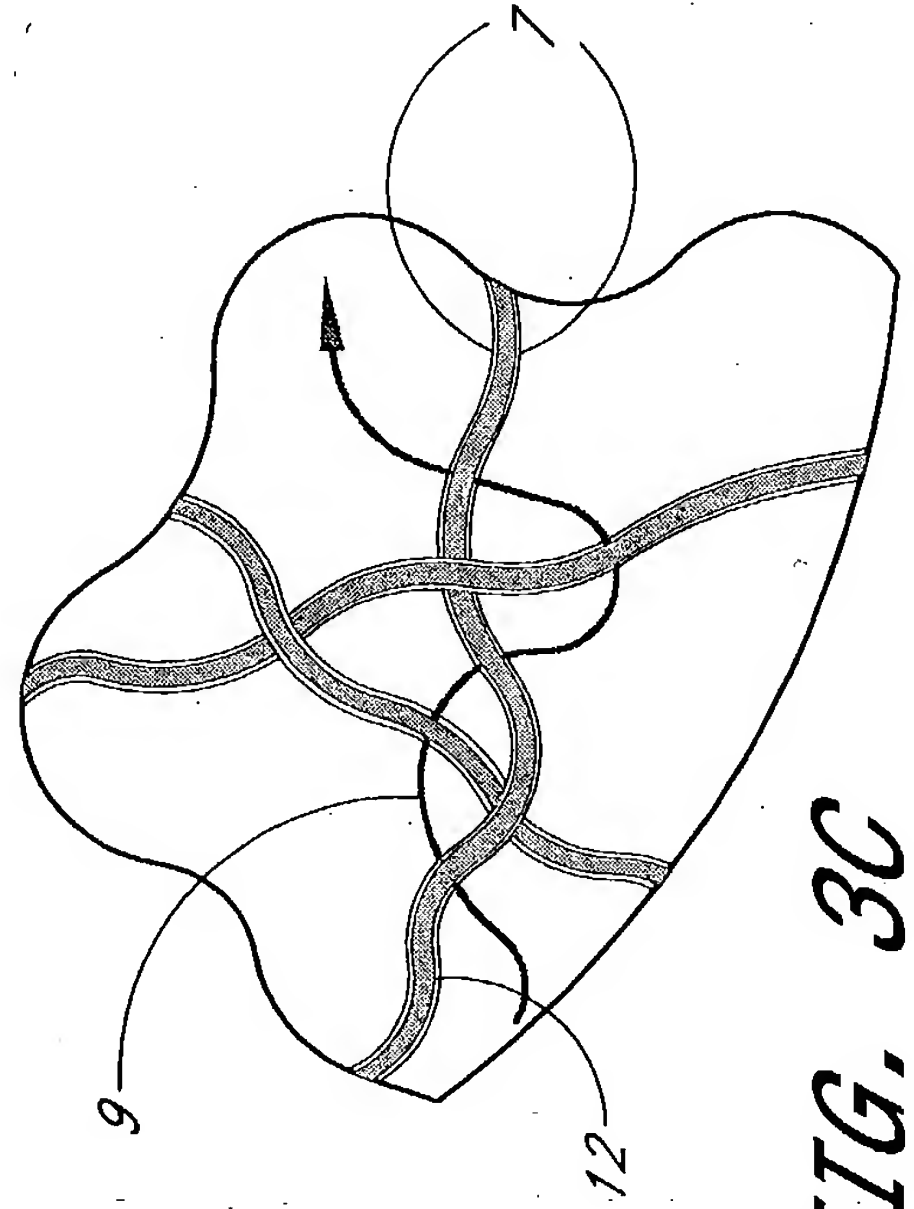


FIG. 3C

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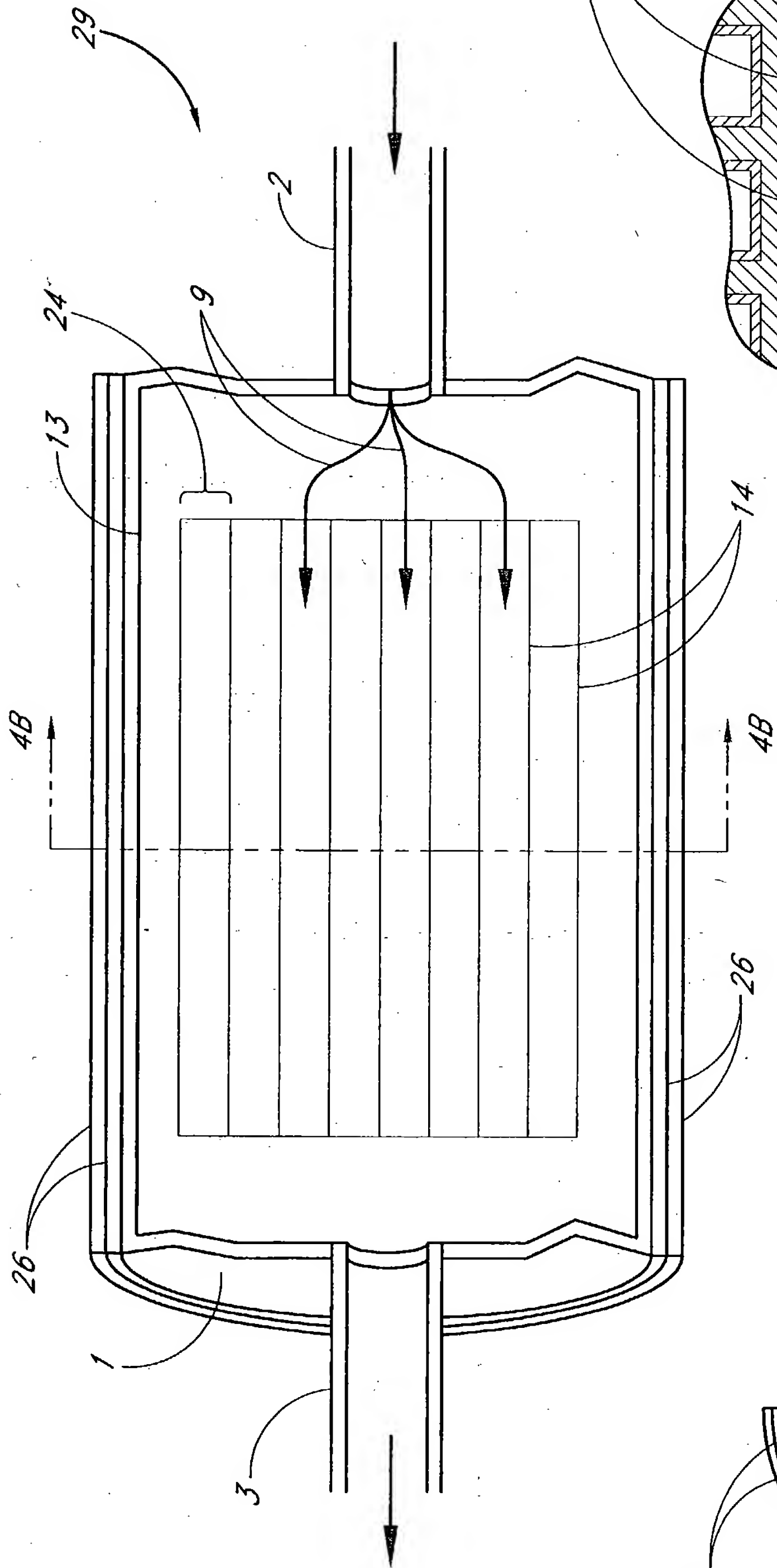


FIG. 4A

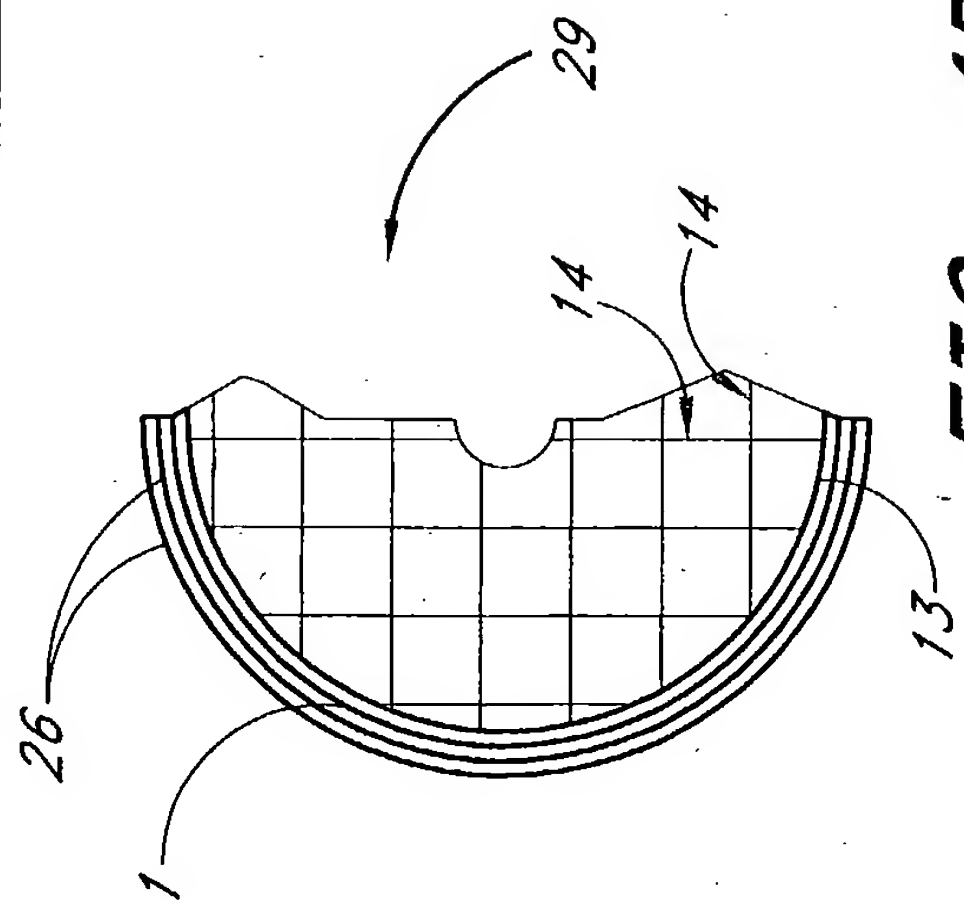


FIG. 4B

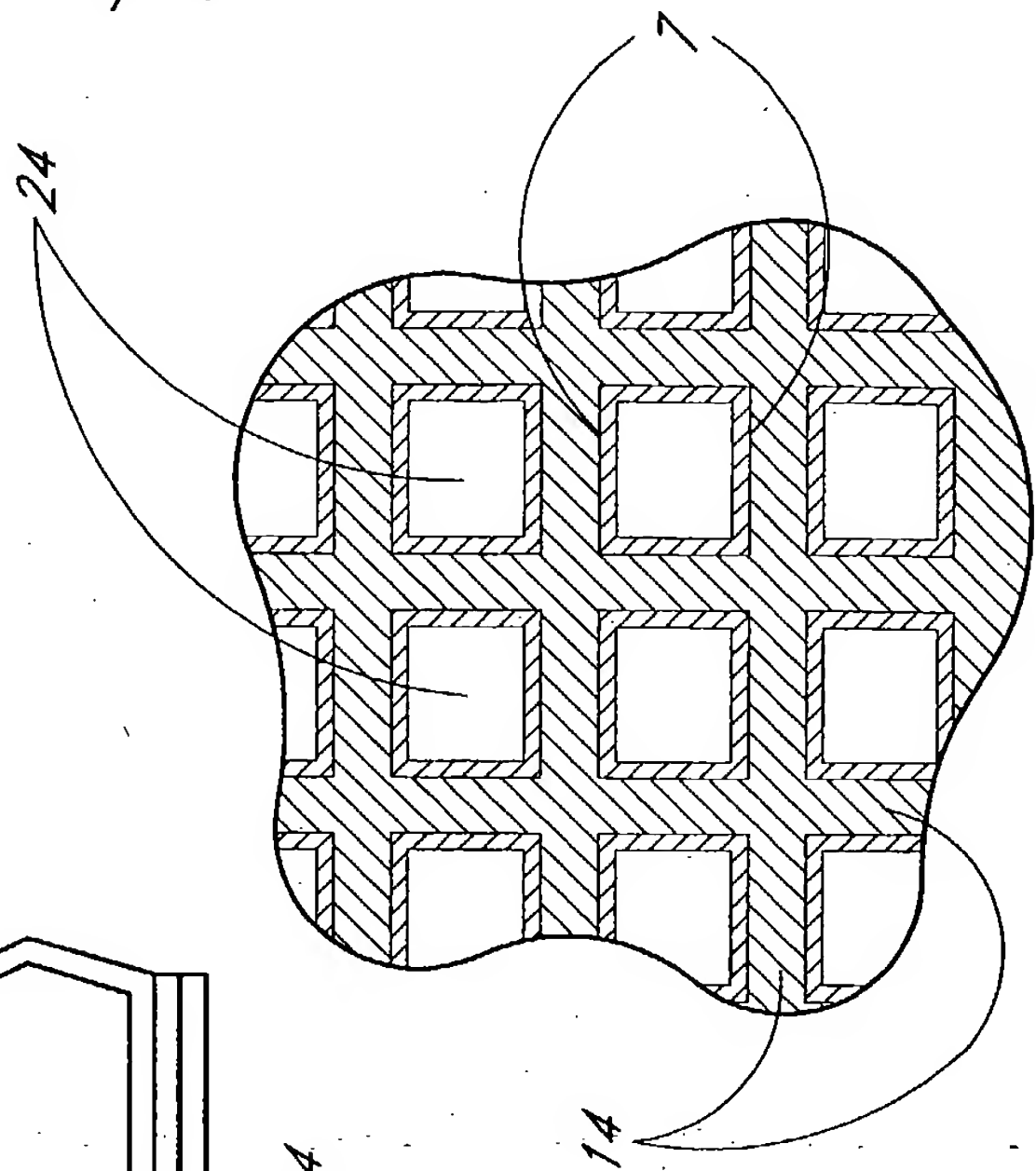
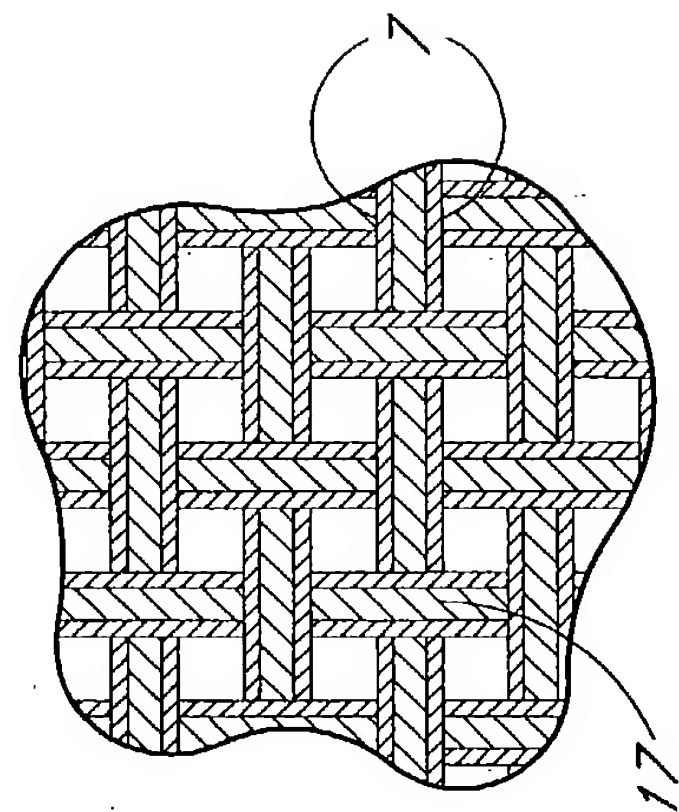
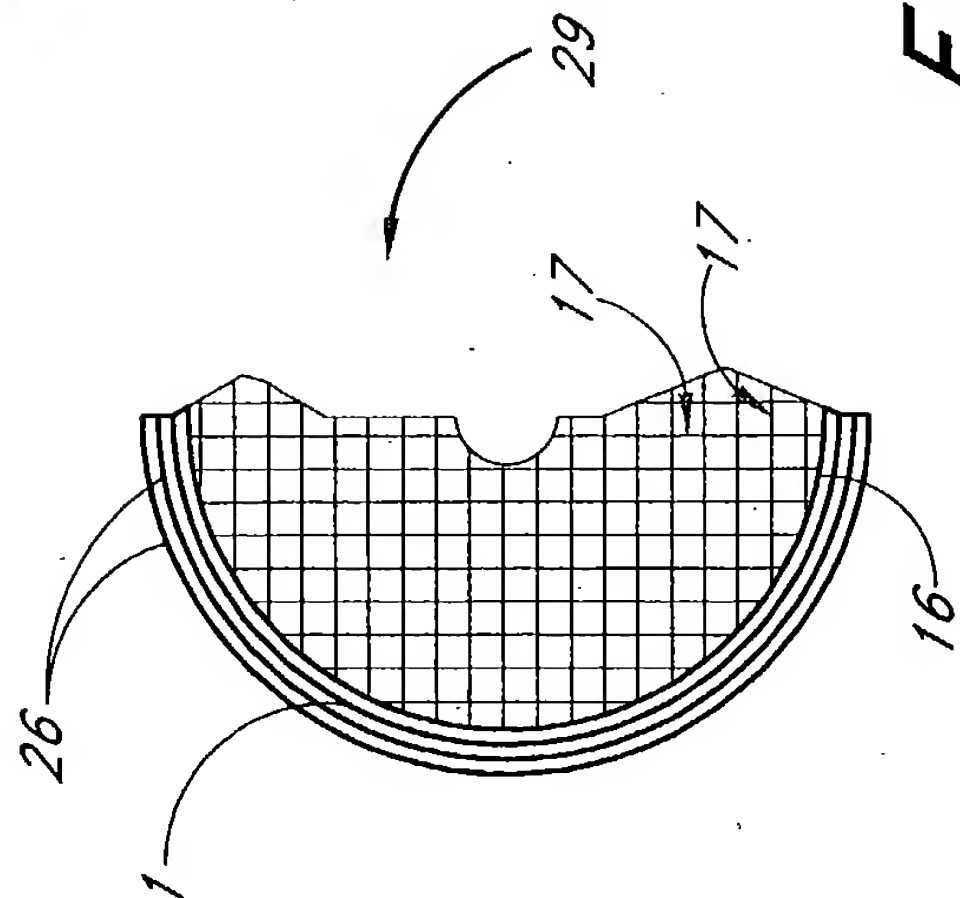
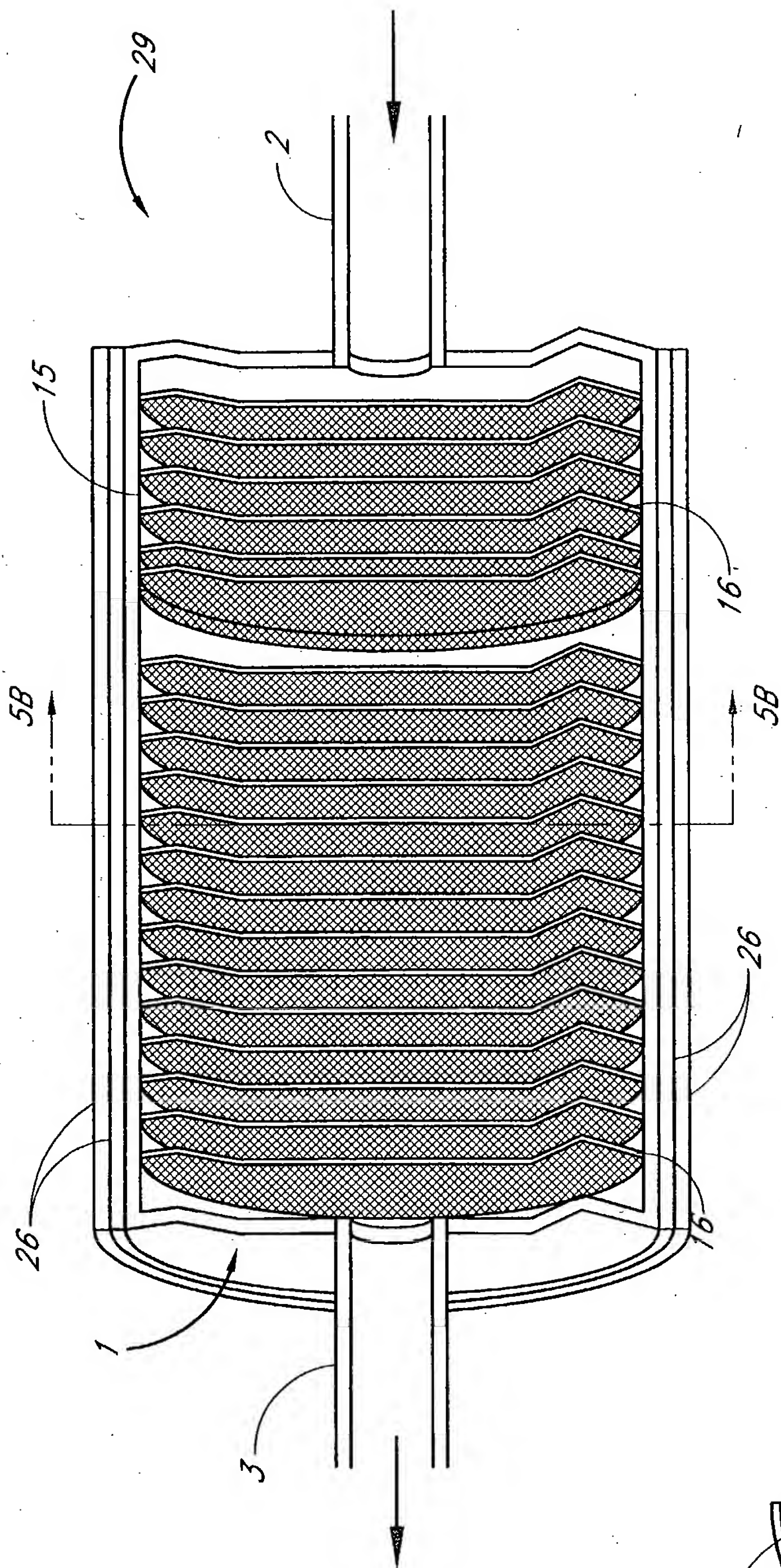
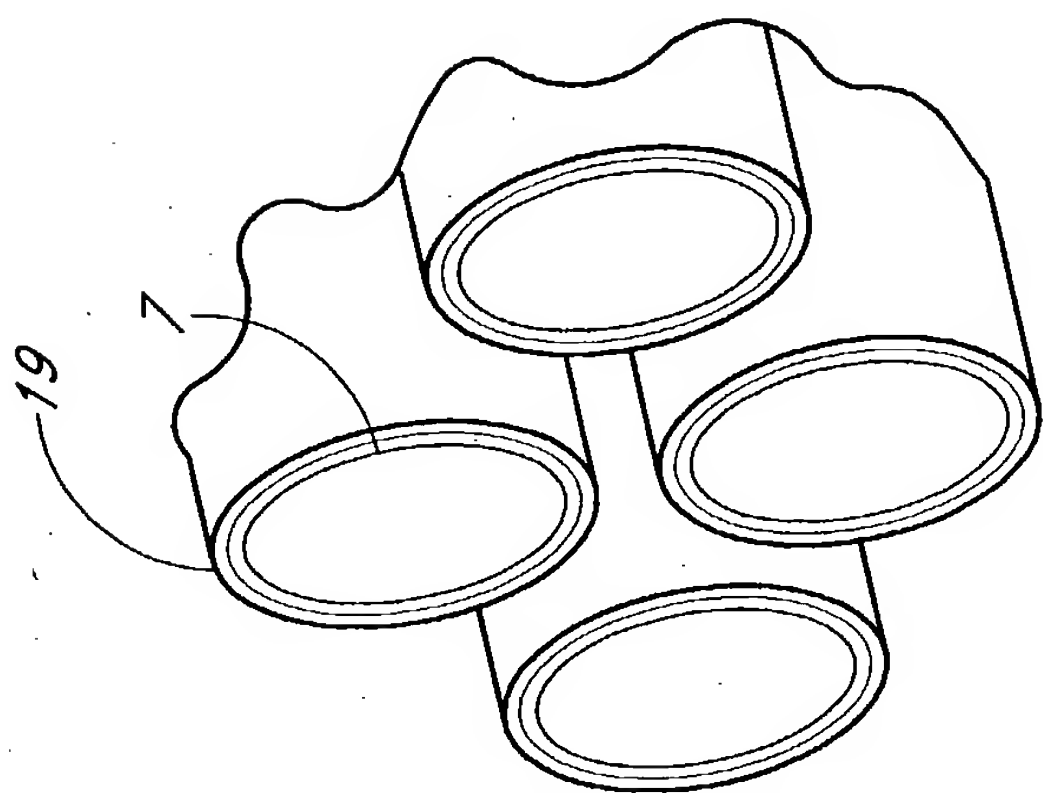
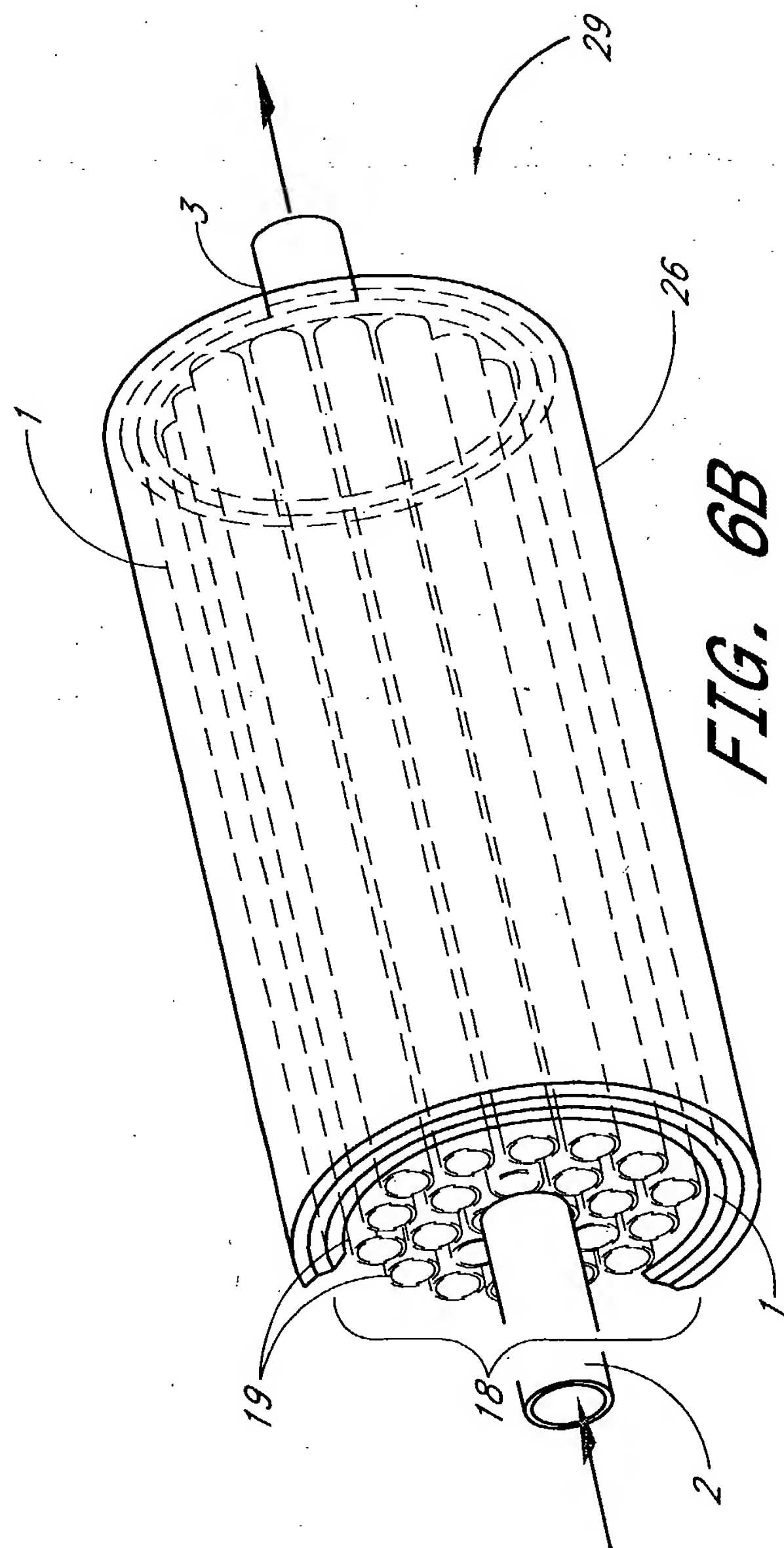
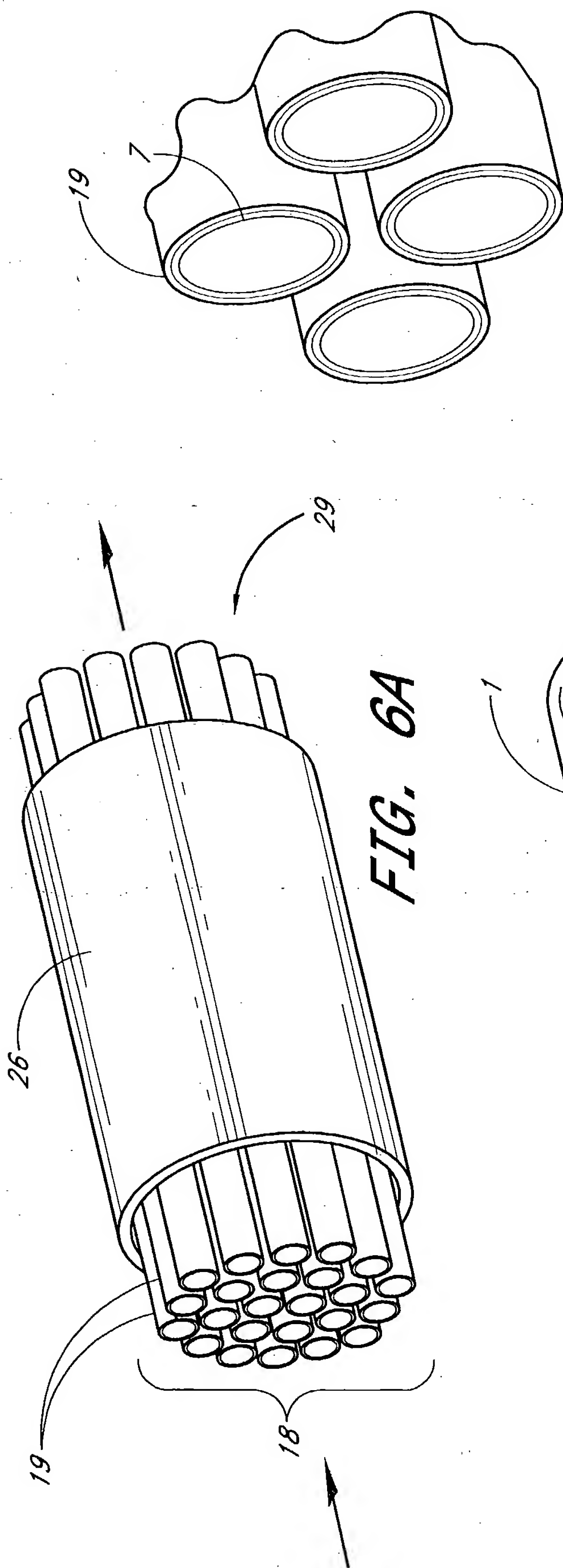


FIG. 4C

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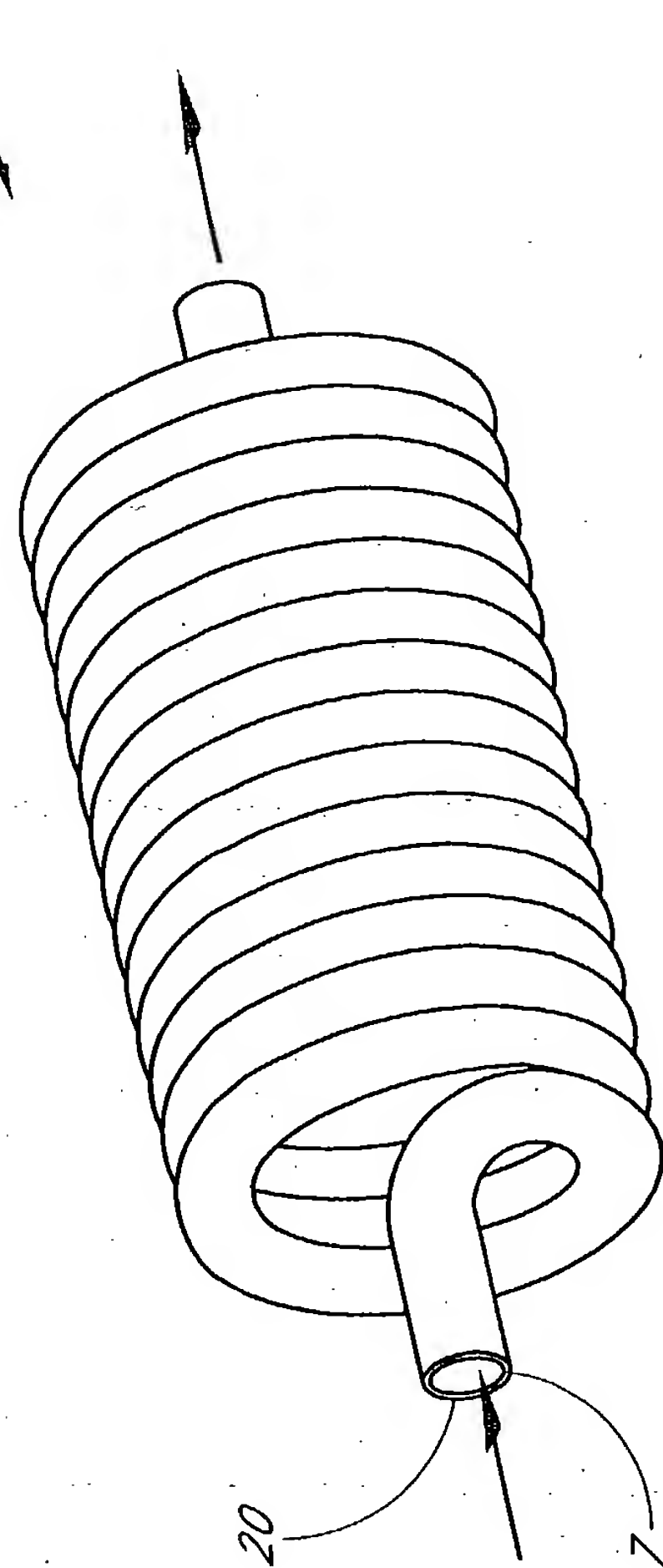
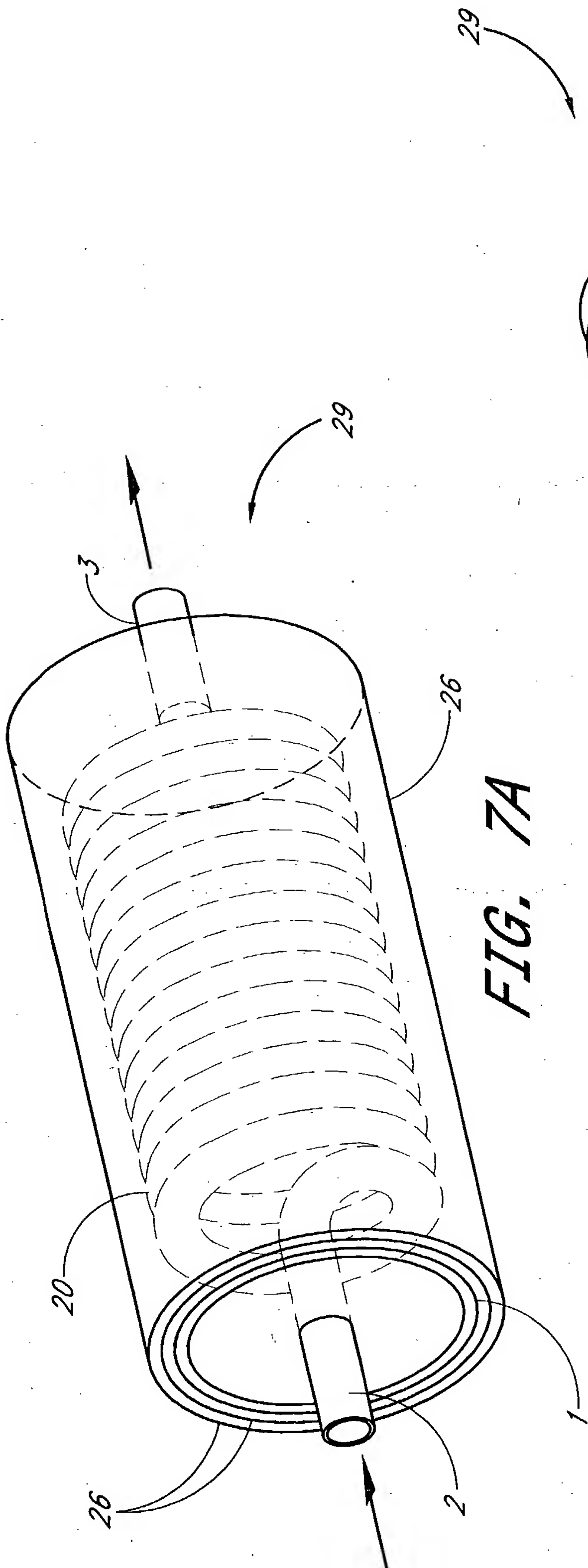


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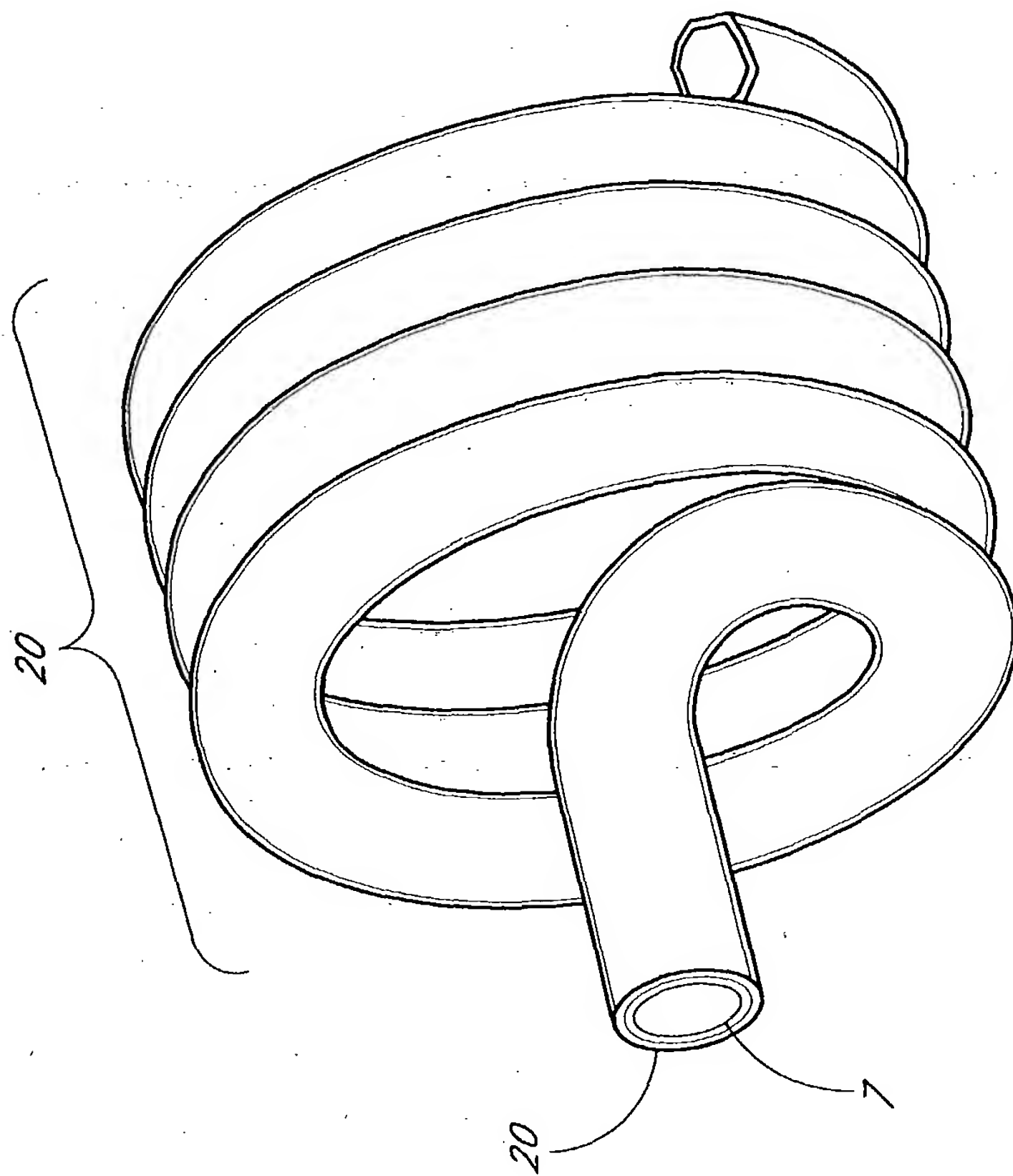


FIG. 7C



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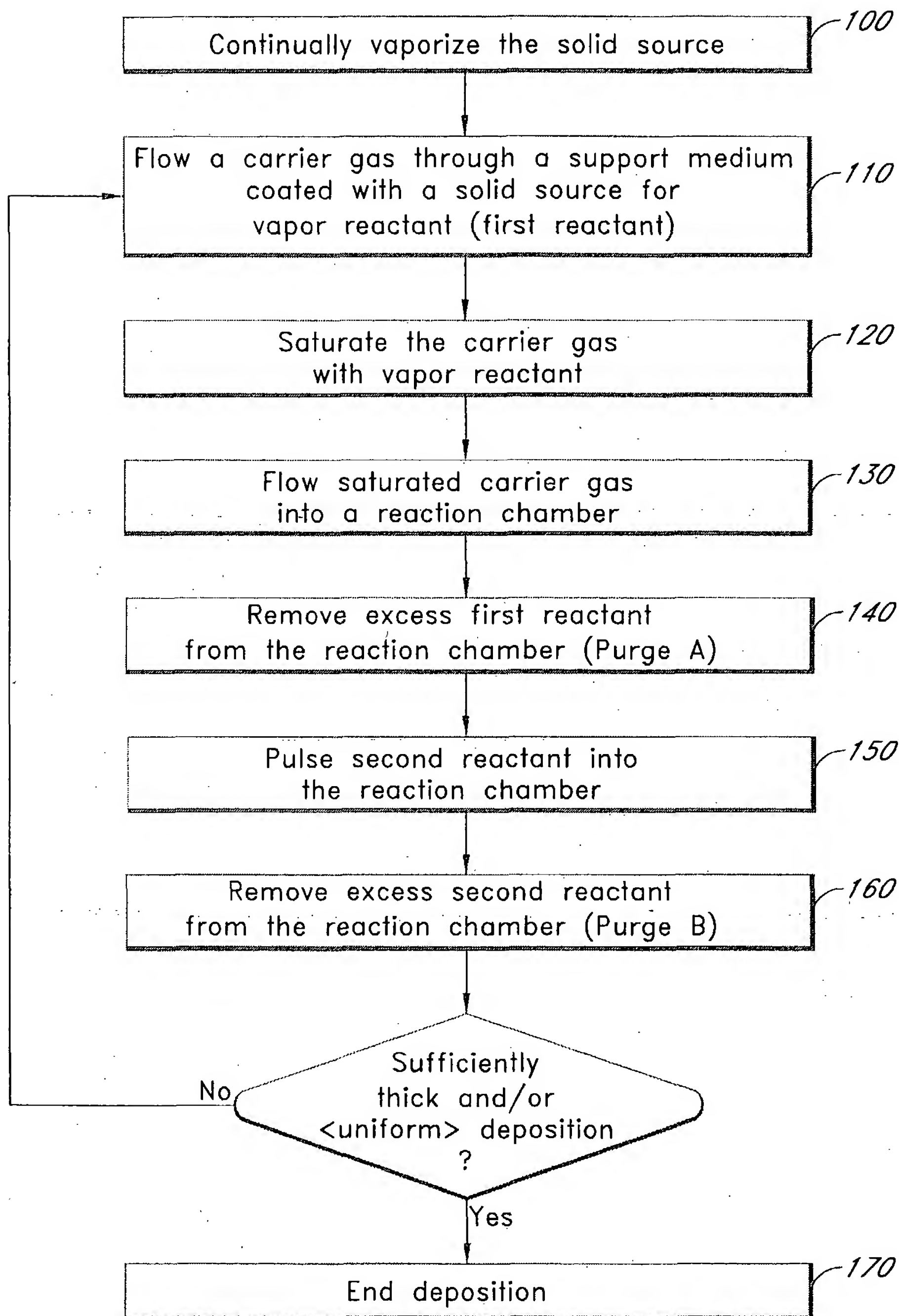
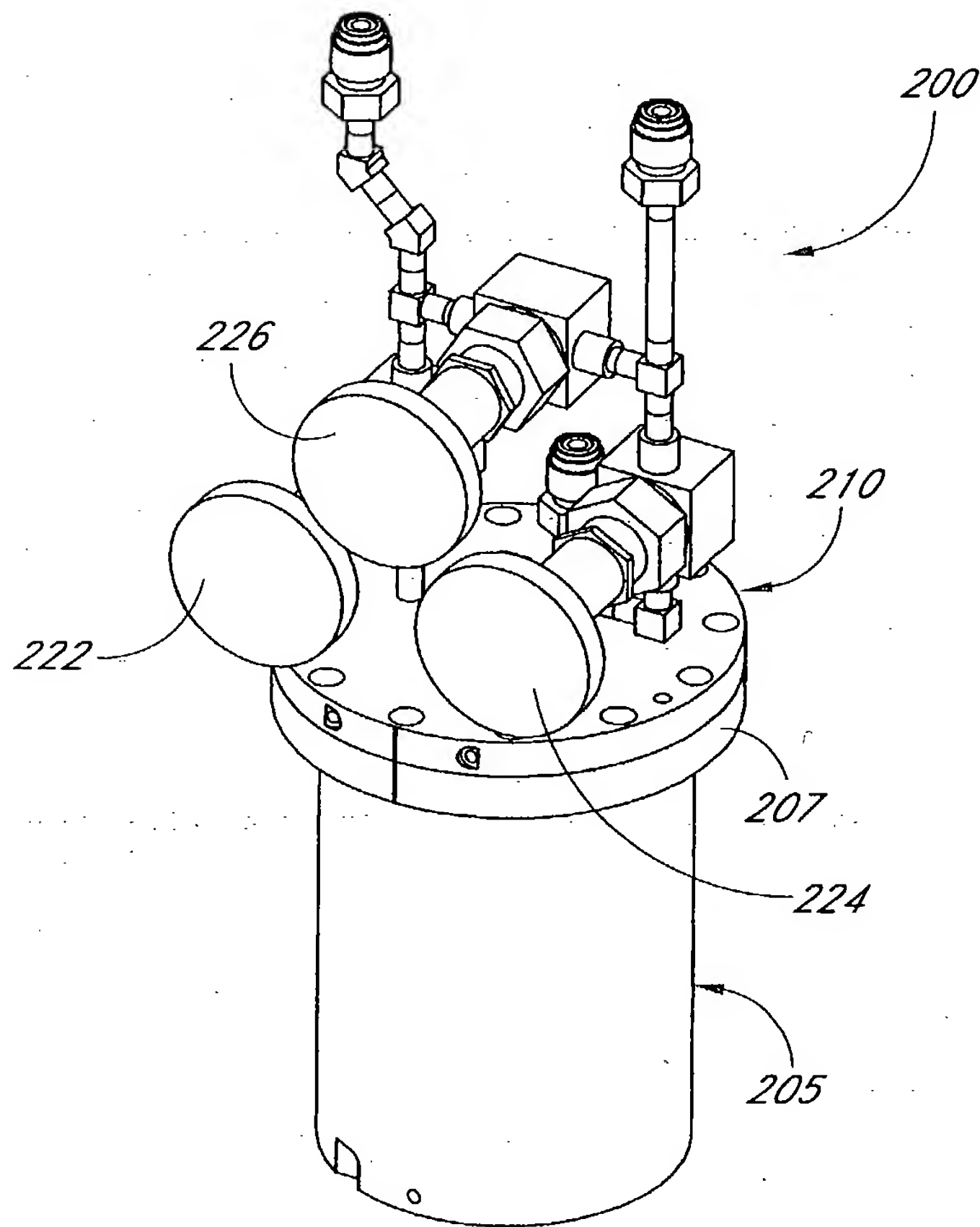


FIG. 9

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**FIG. 10**

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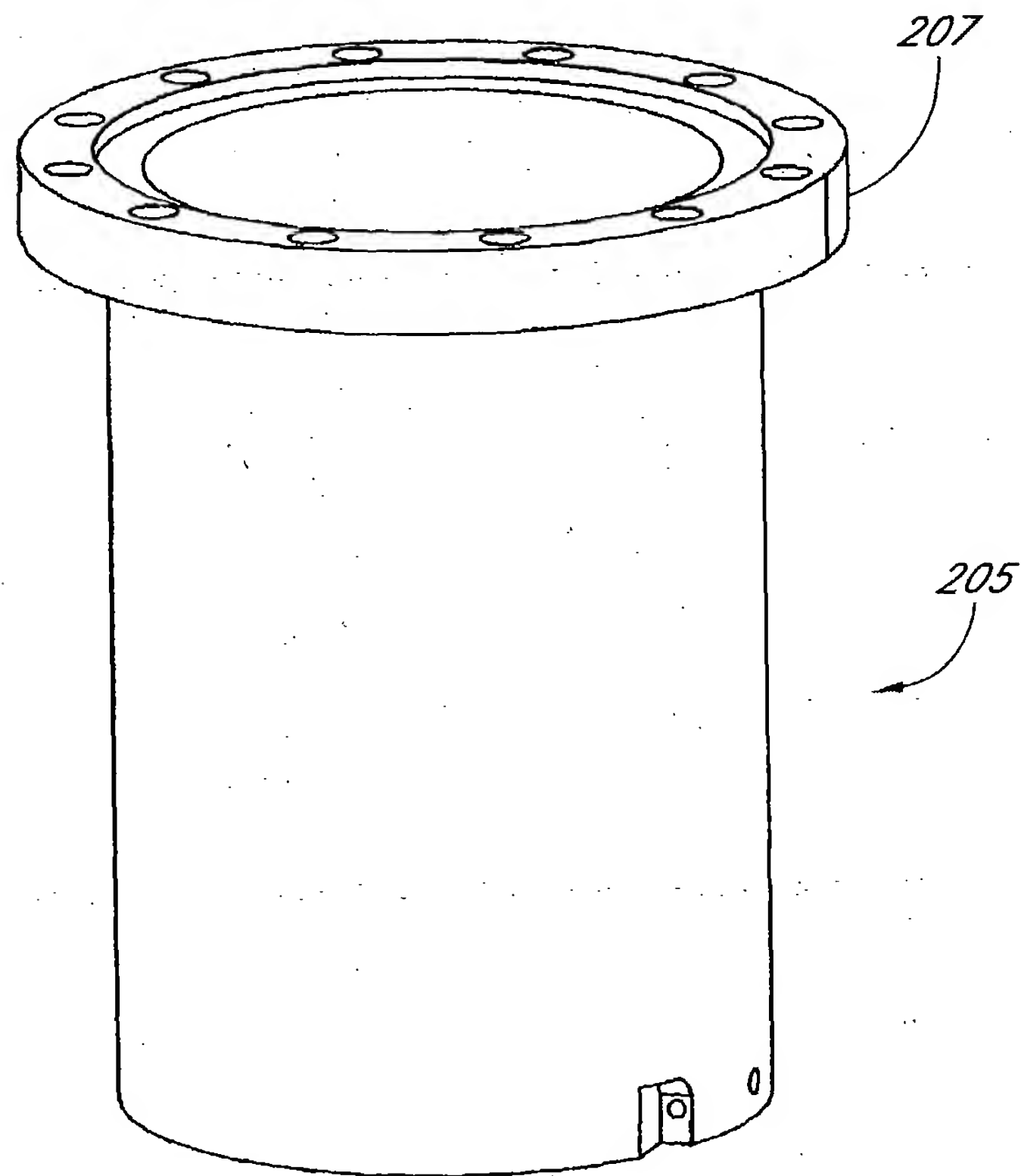


FIG. 11

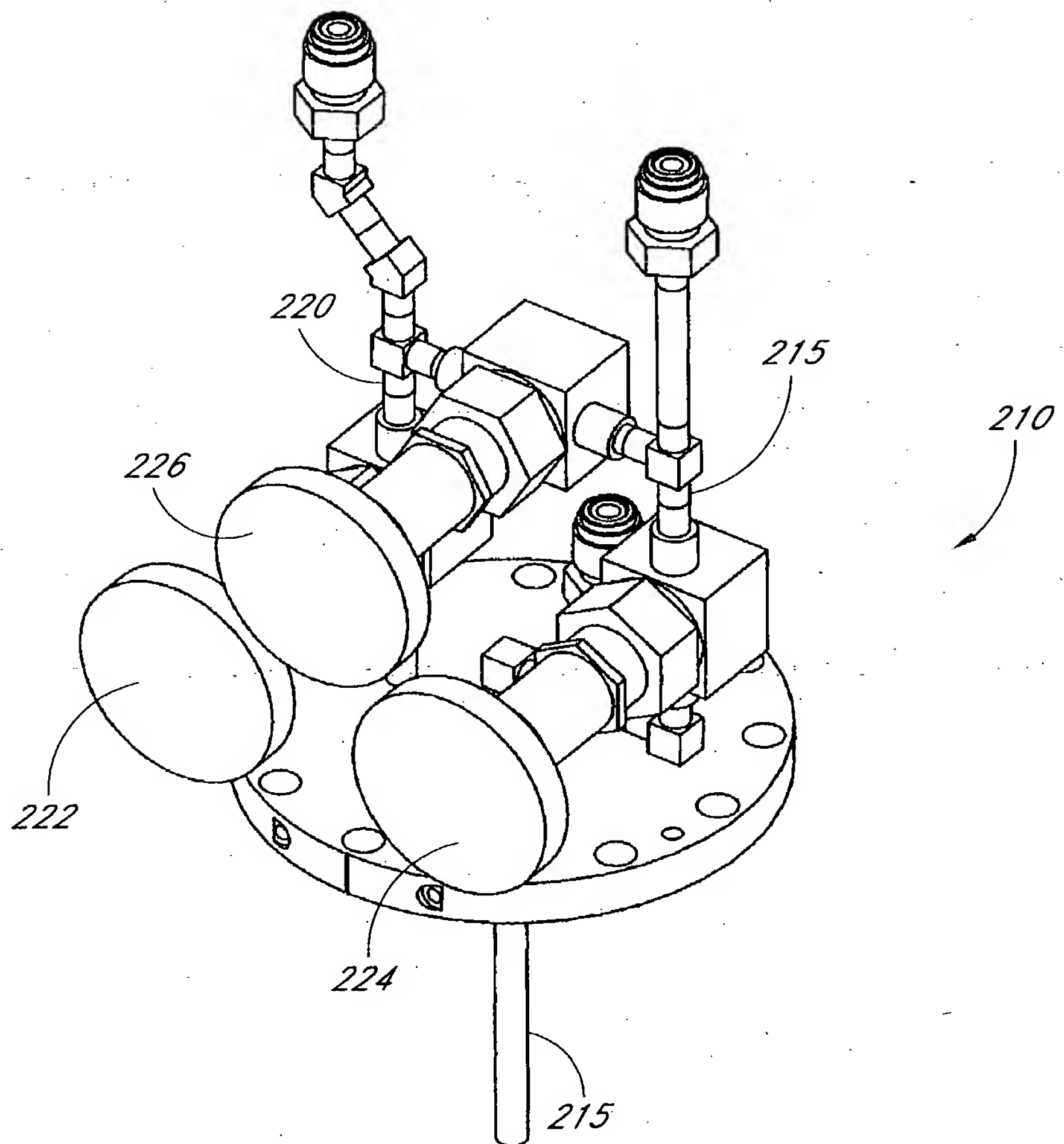


FIG. 12

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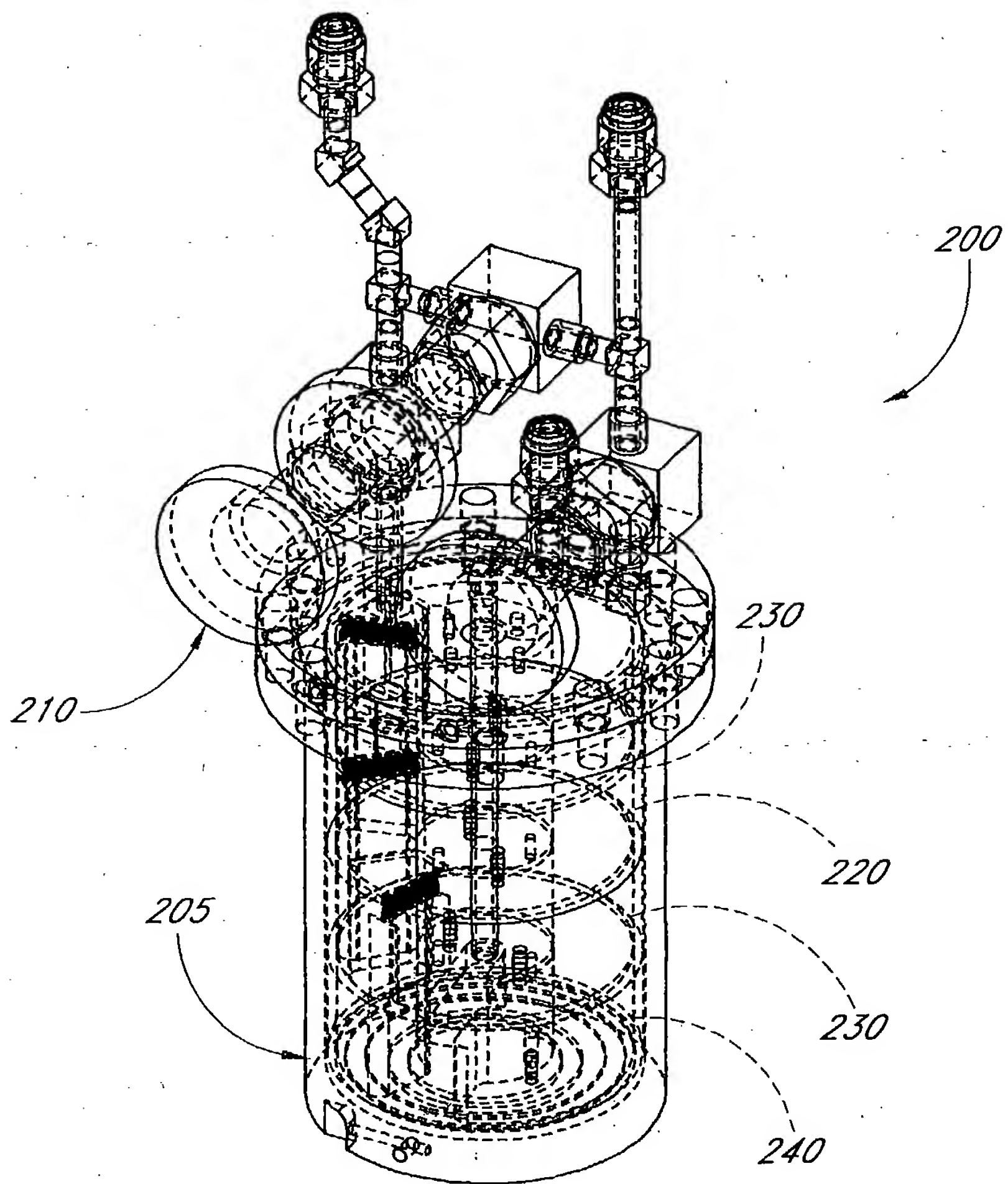


FIG. 13

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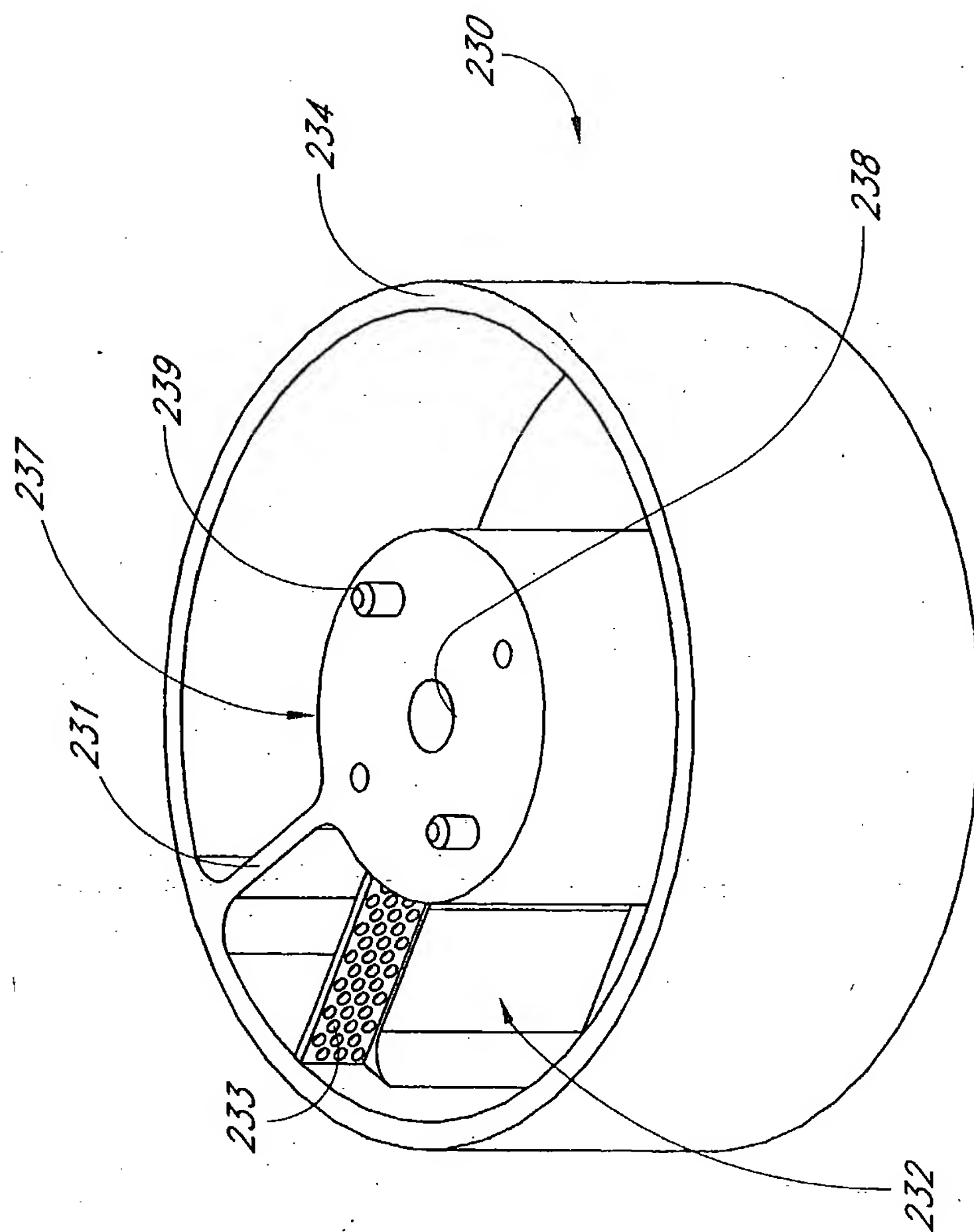


FIG. 14



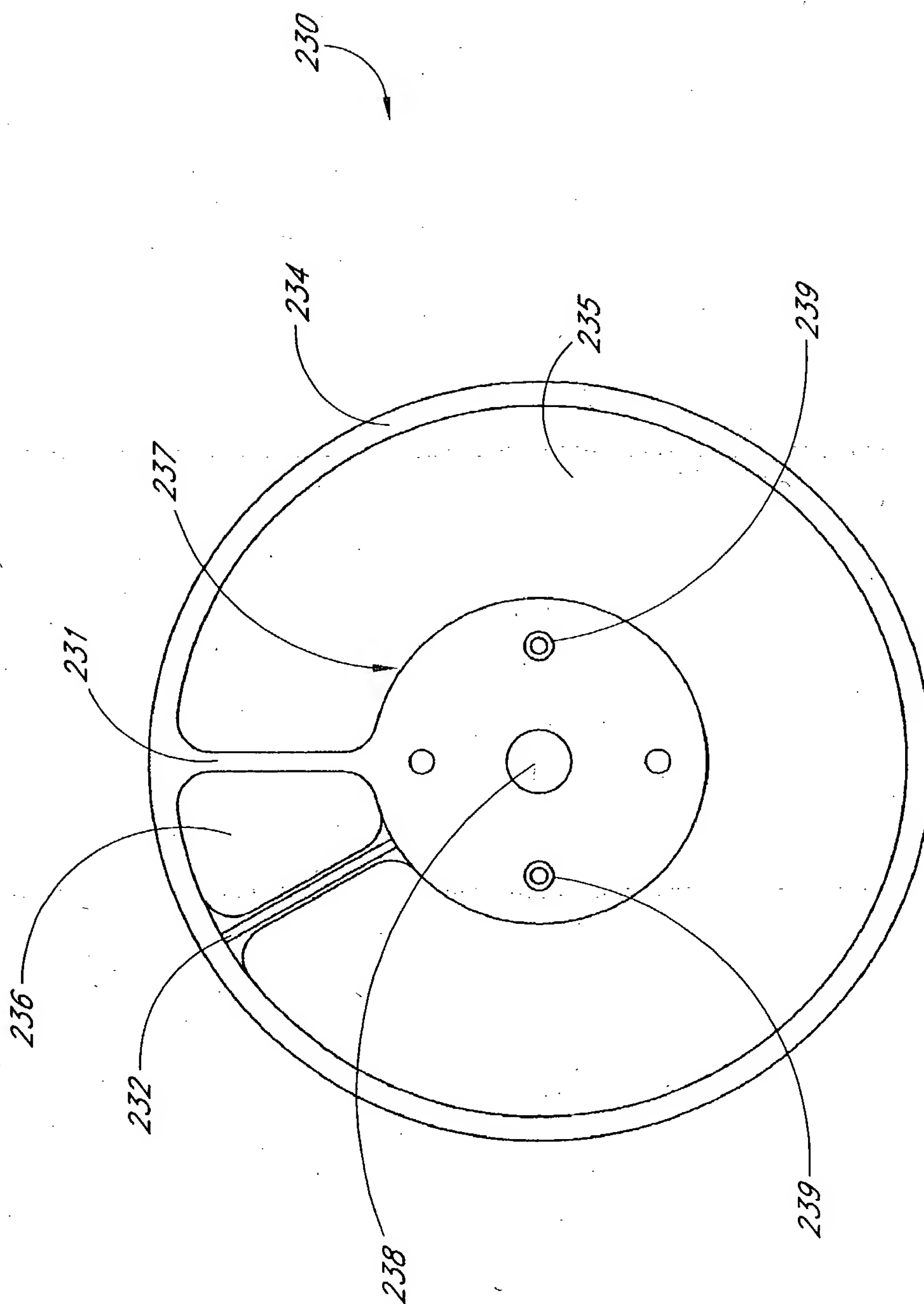


FIG. 15

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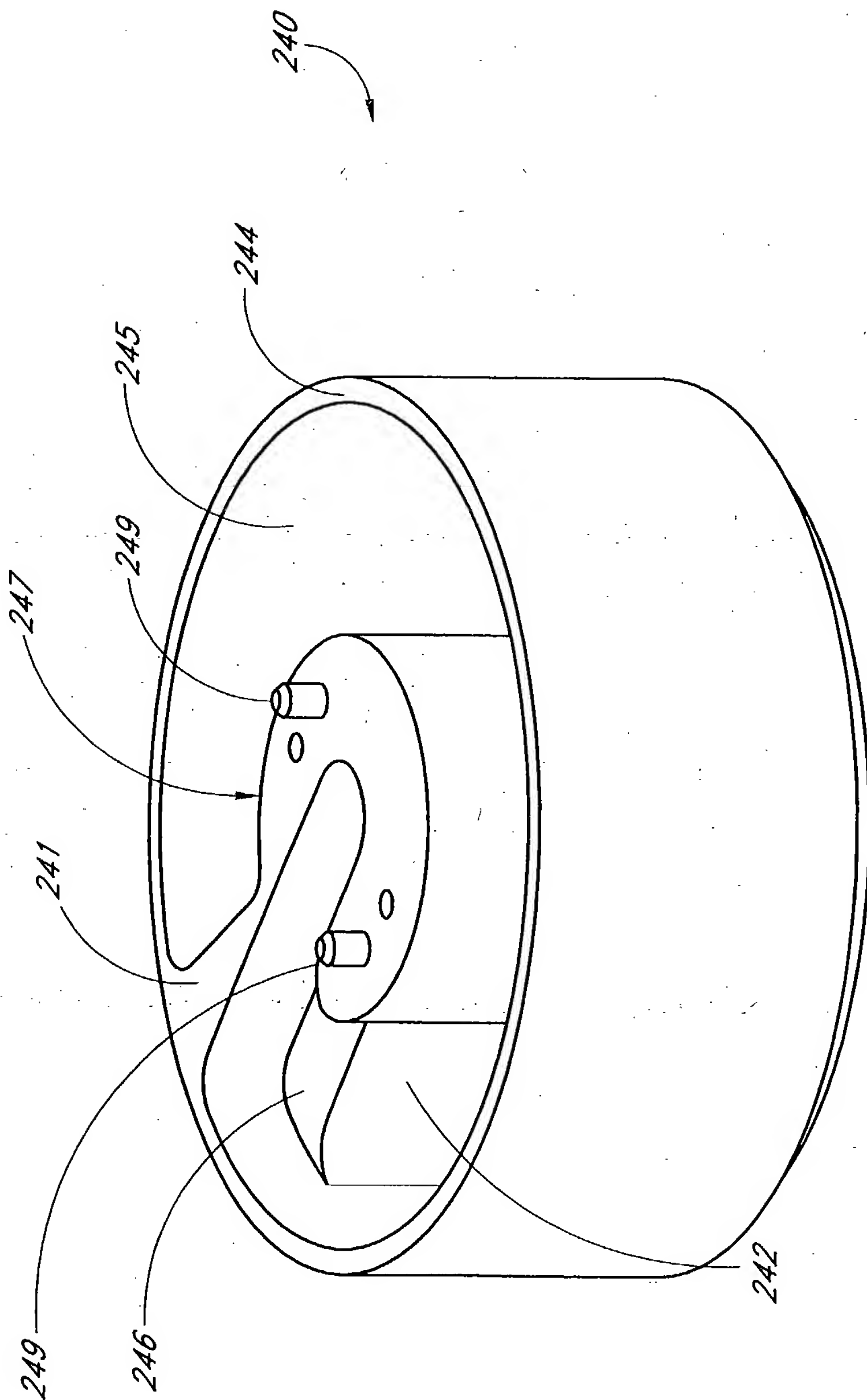


FIG. 16

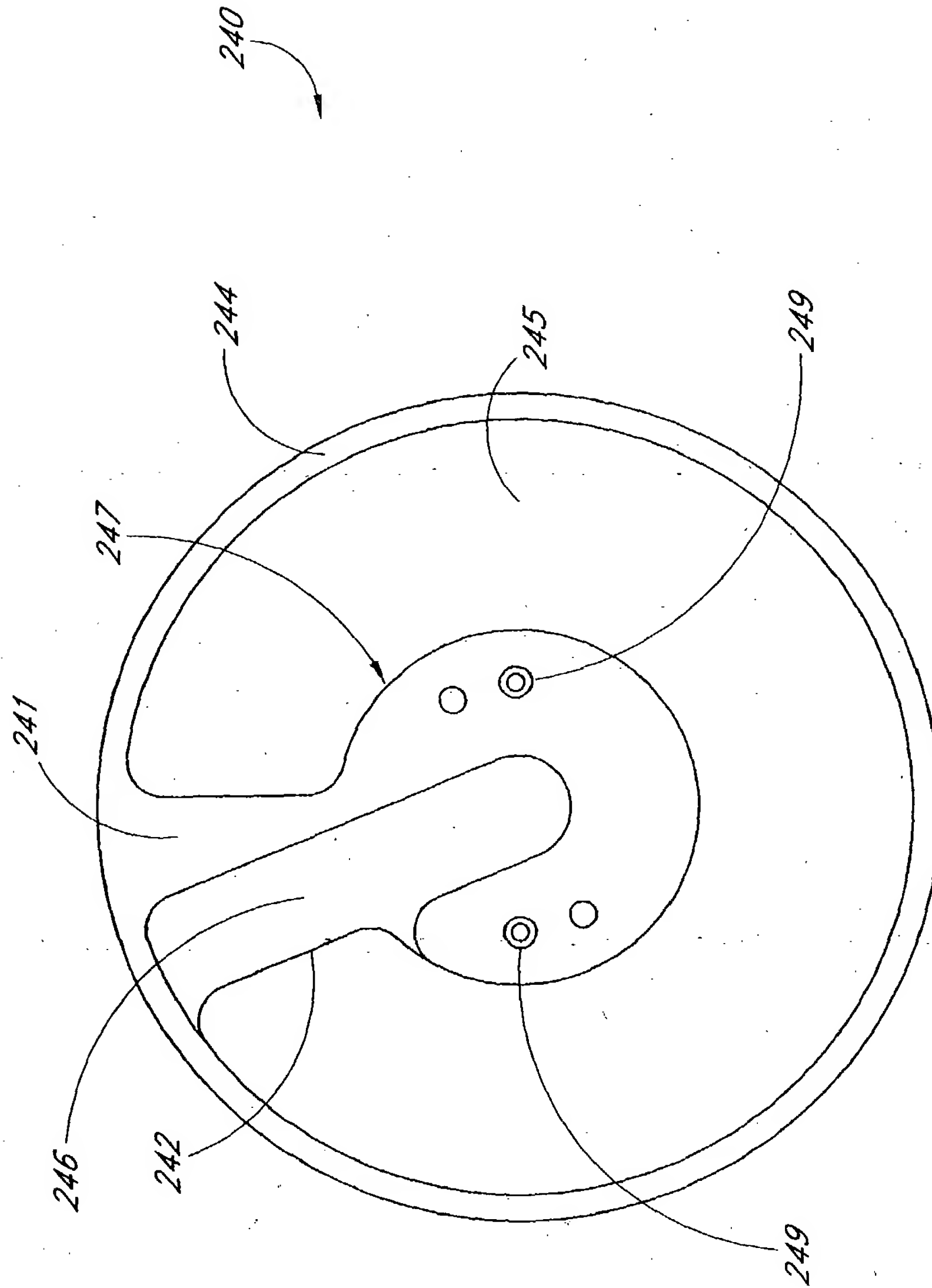


FIG. 17

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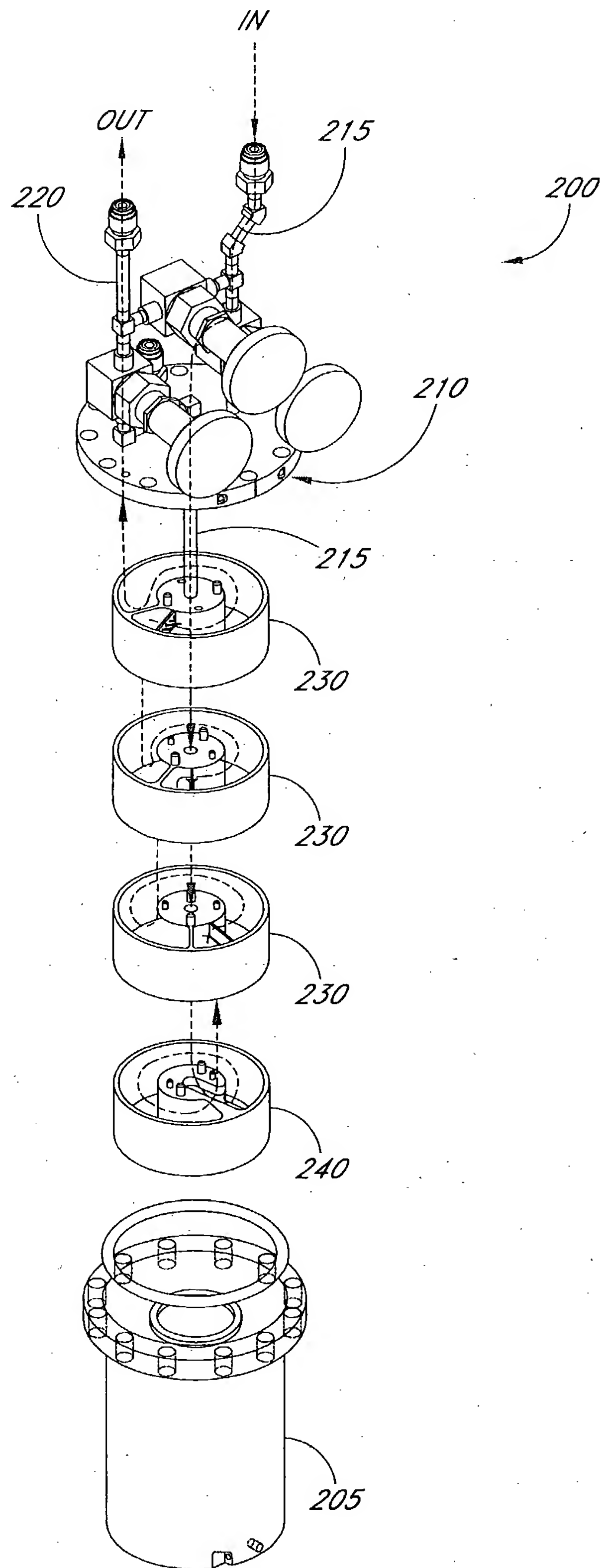


FIG. 18

AN IMPROVED SUBLIMATION BED EMPLOYING CARRIER GAS  
GUIDANCE STRUCTURES

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Appl. No.: Unknown

Atty Docket: ASMEX.370A

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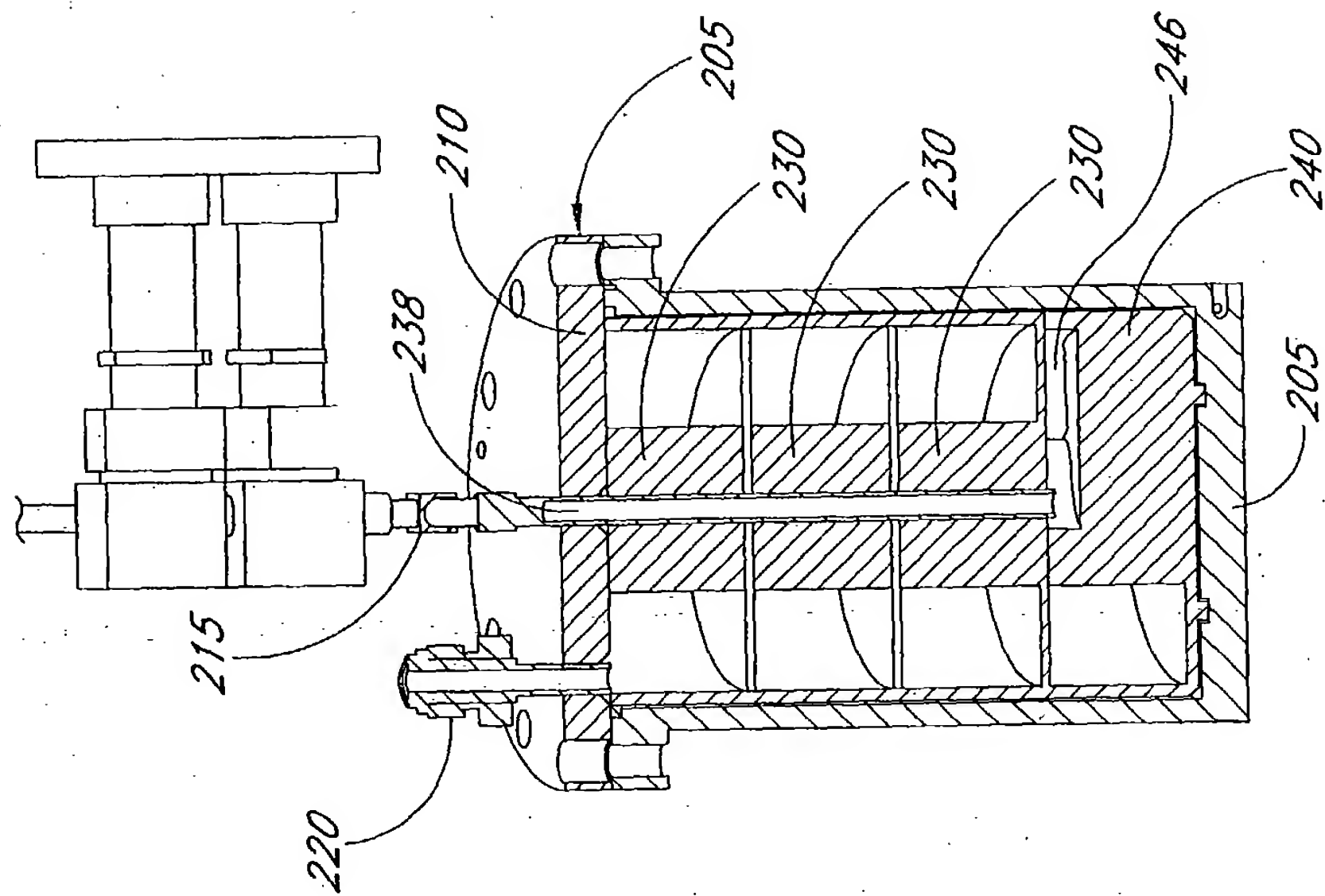


FIG. 19

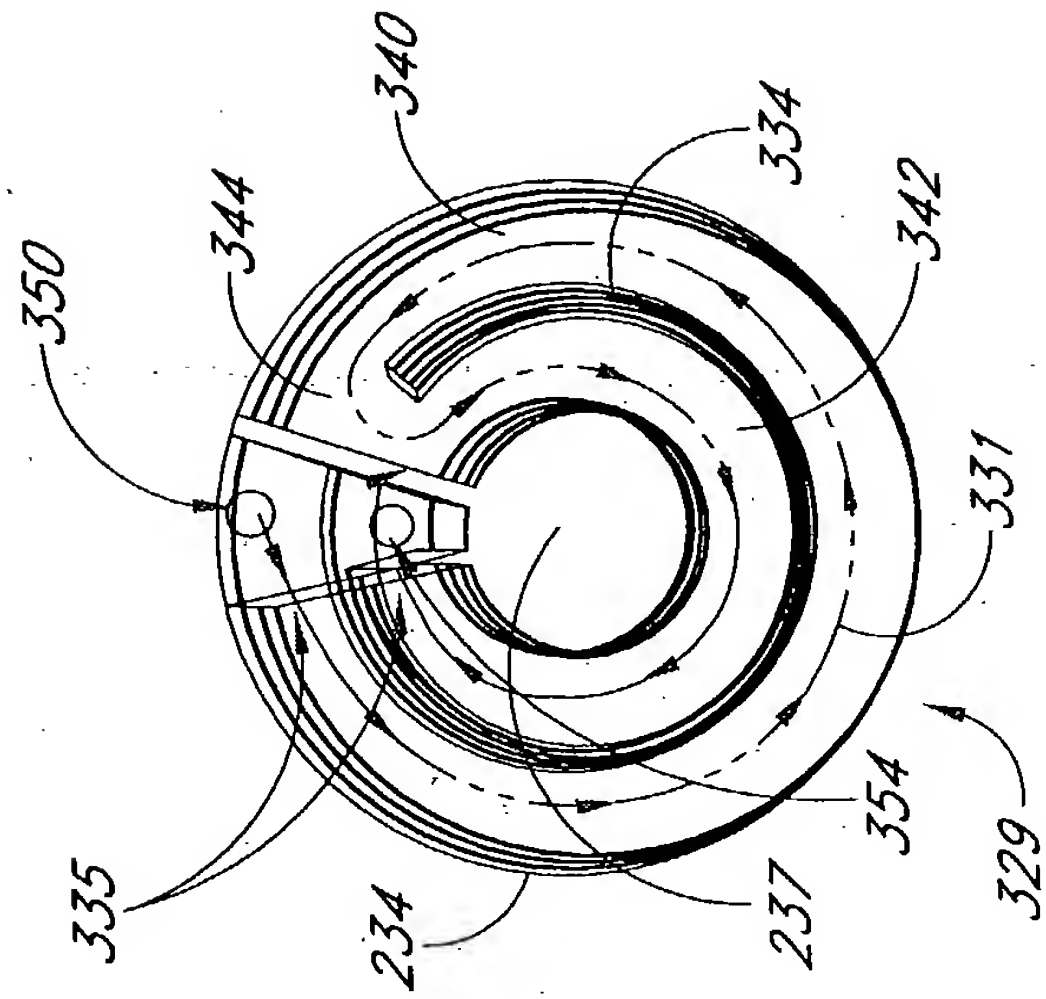


FIG. 20B

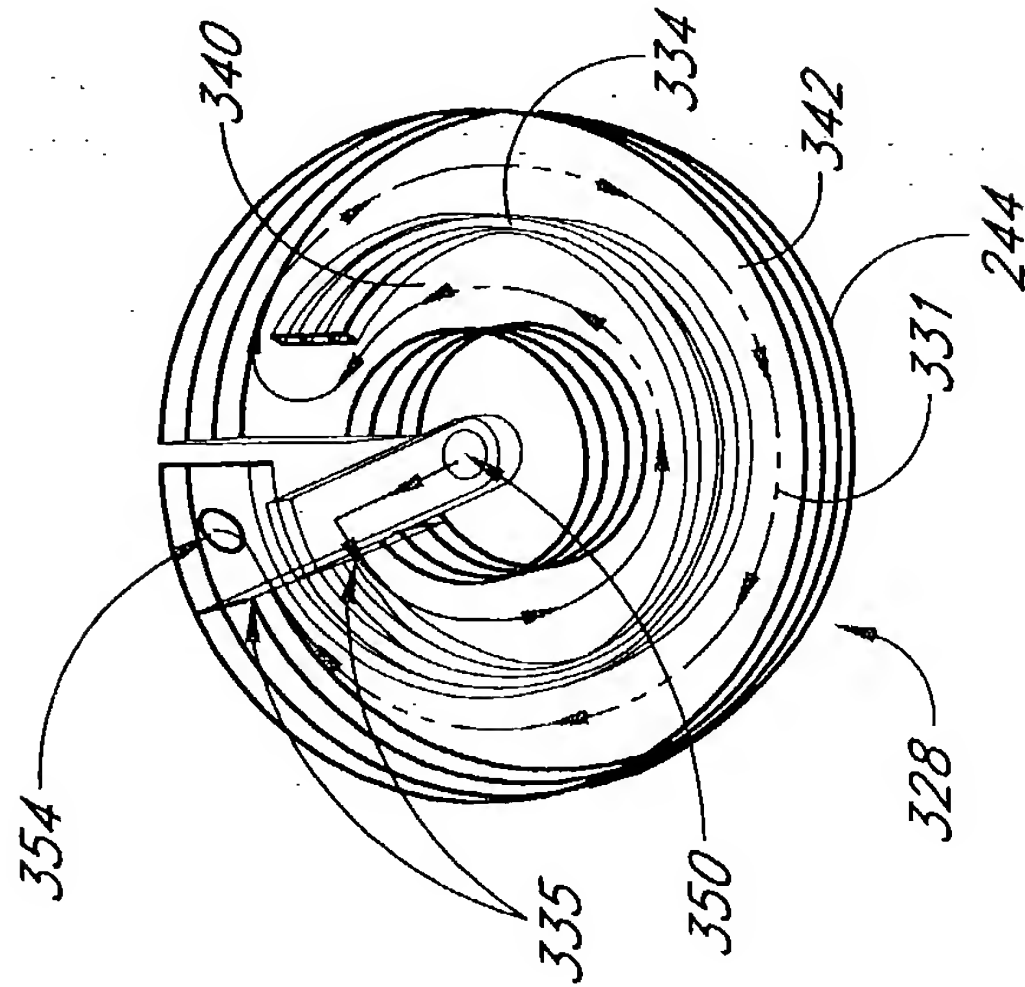


FIG. 20A

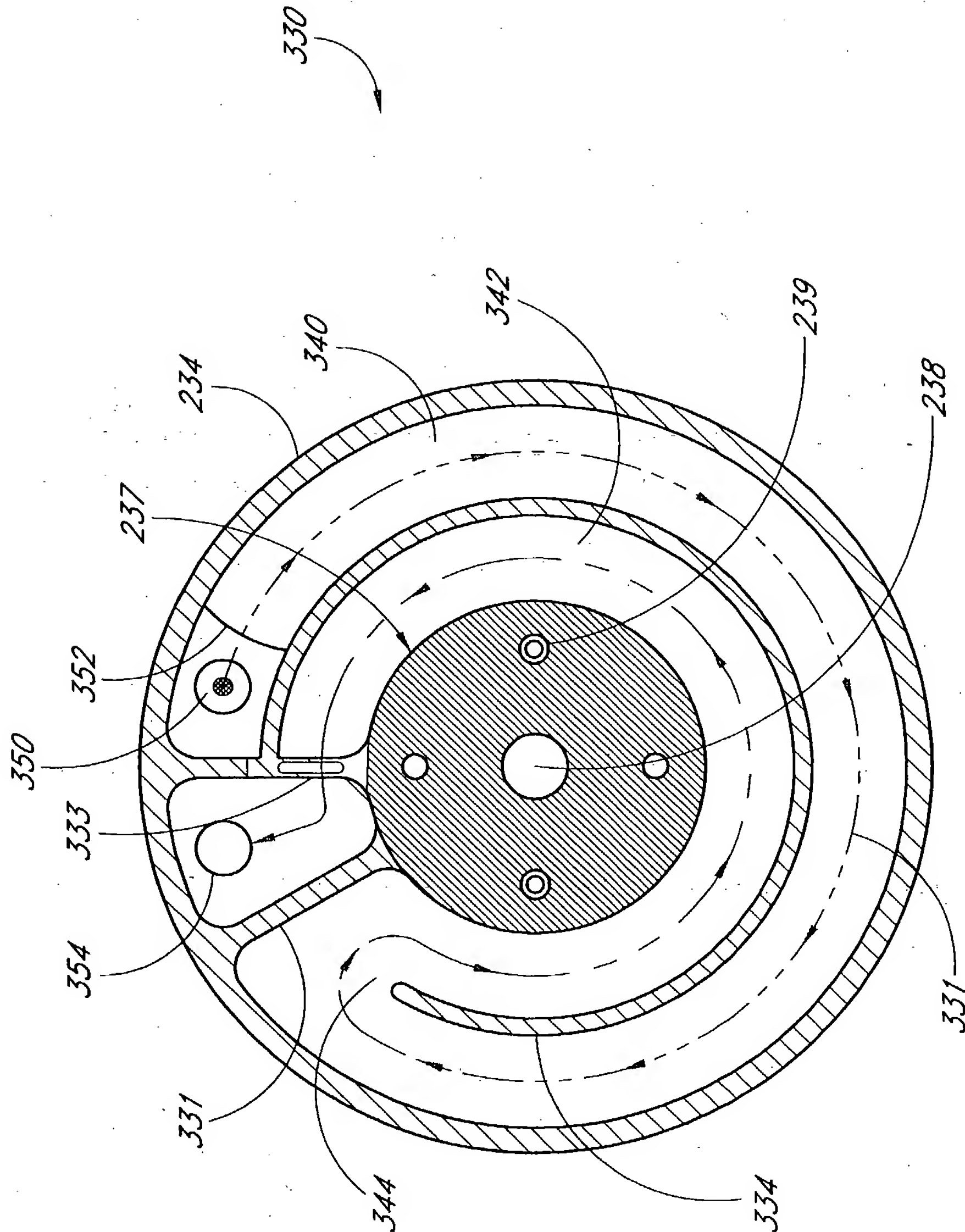


FIG. 20C



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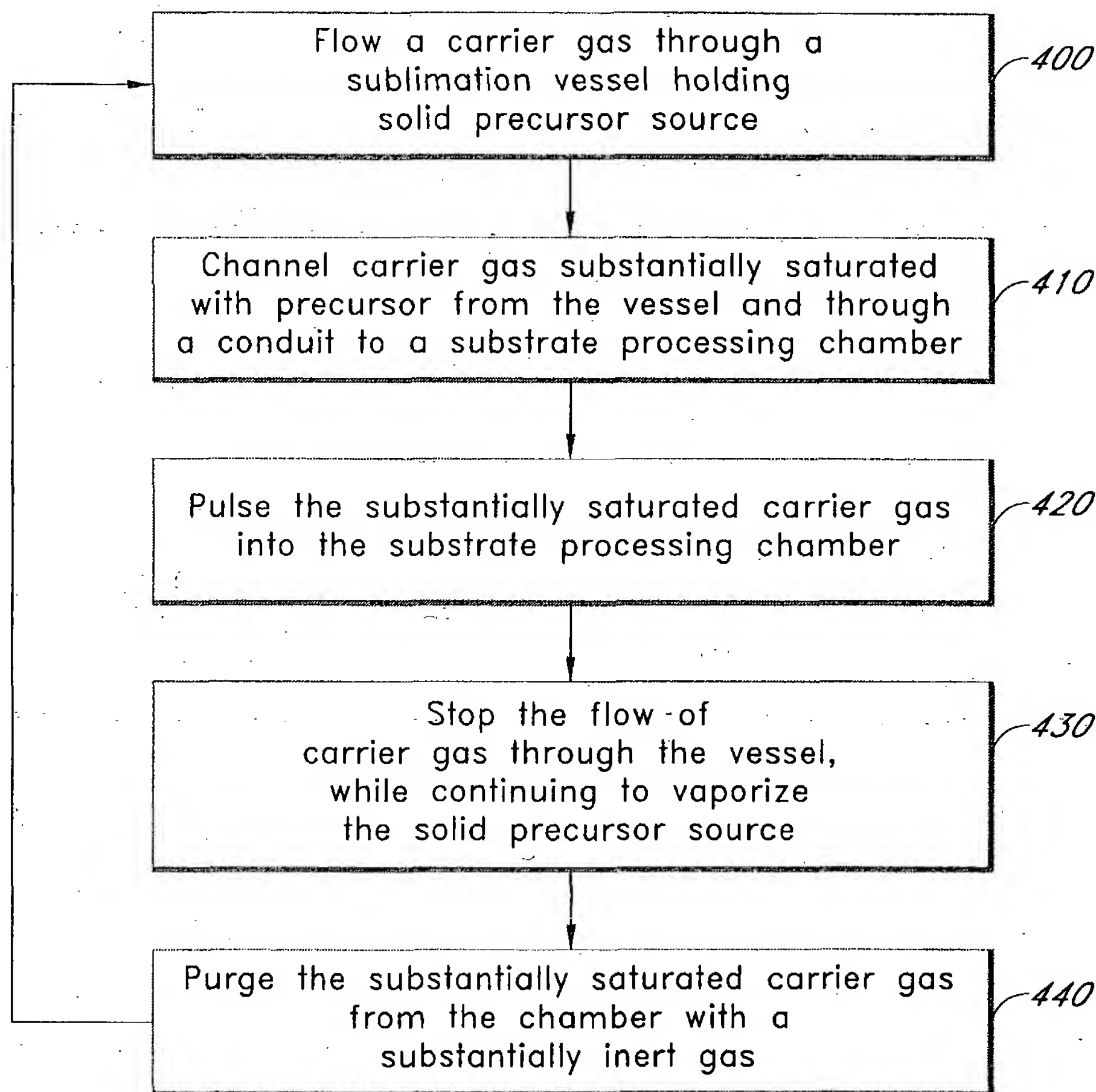
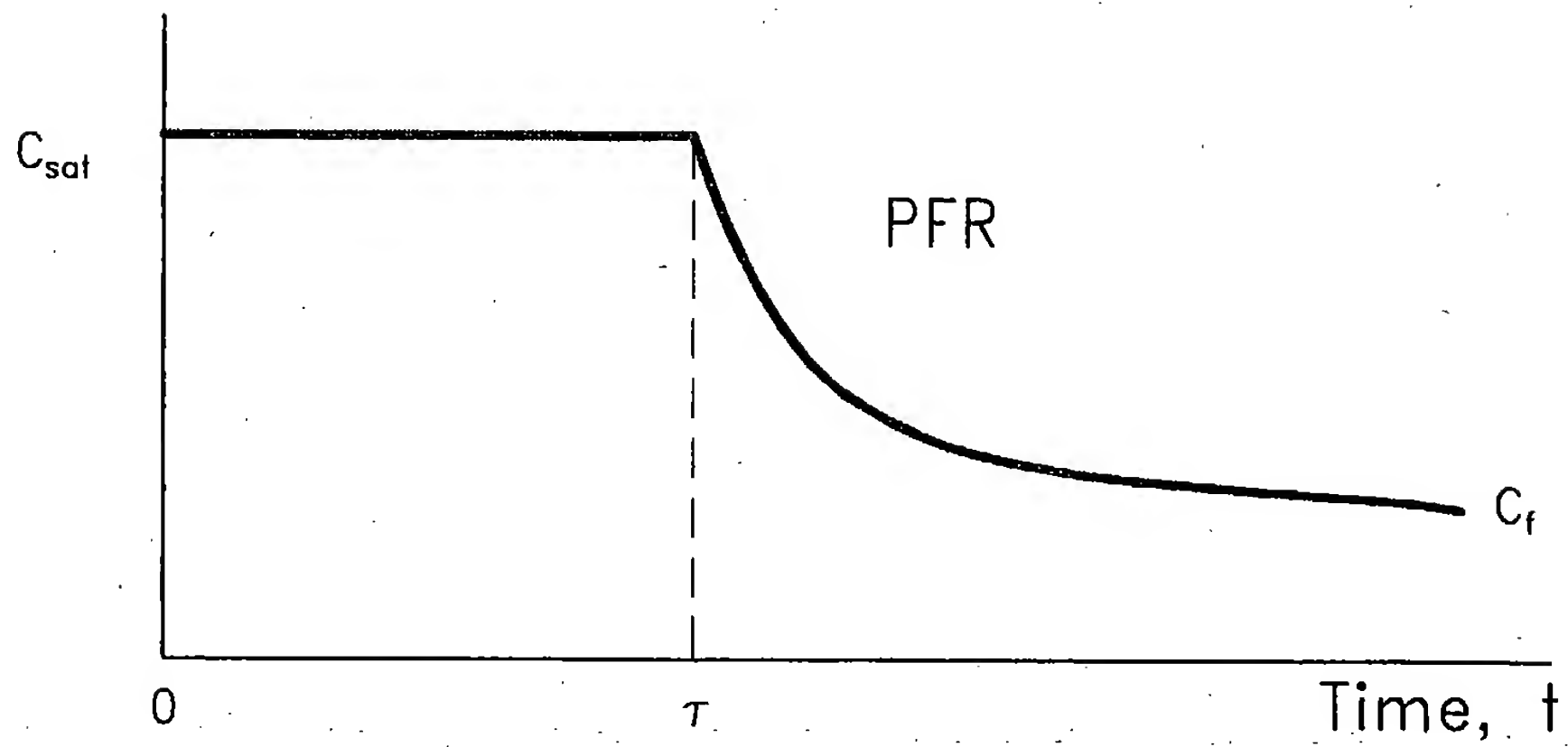
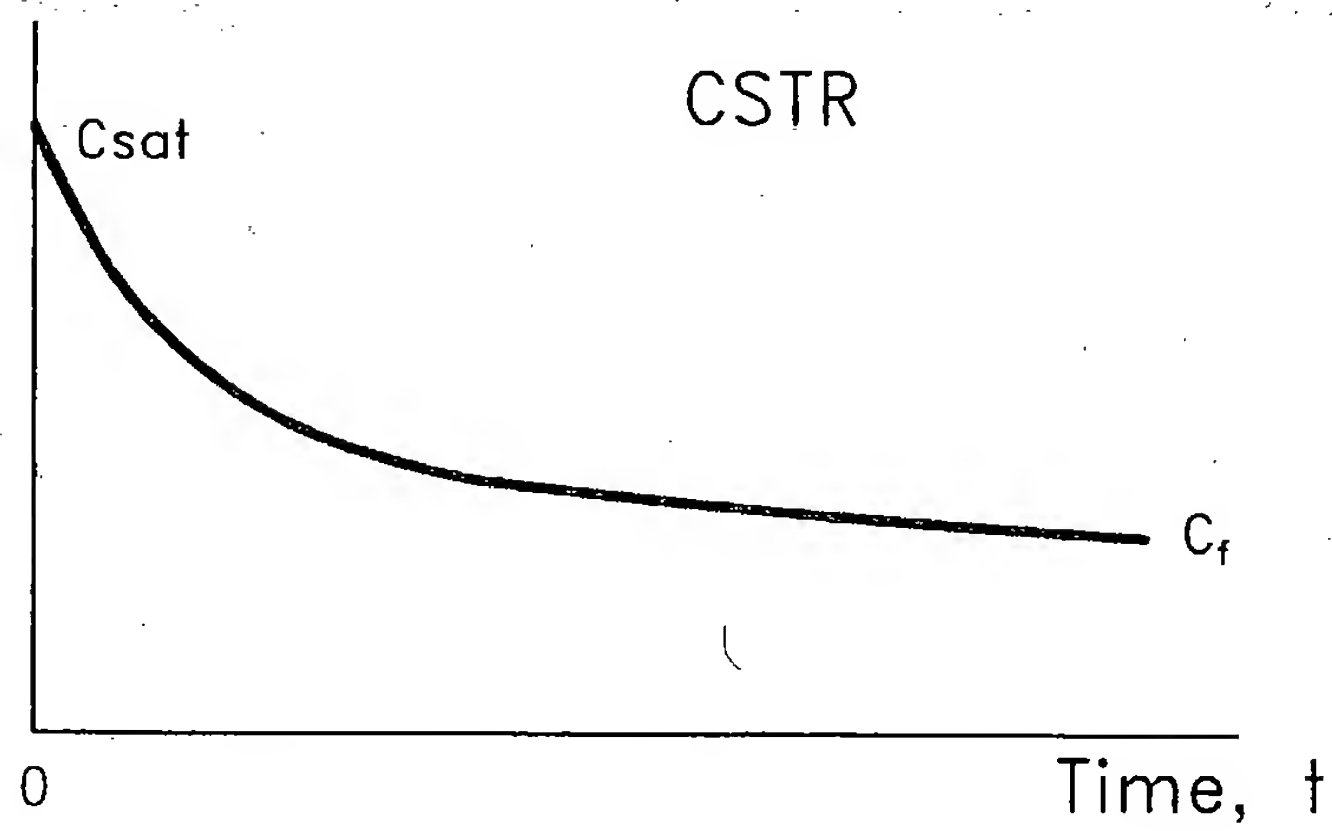


FIG. 21

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*FIG. 22A*



*FIG. 22B*

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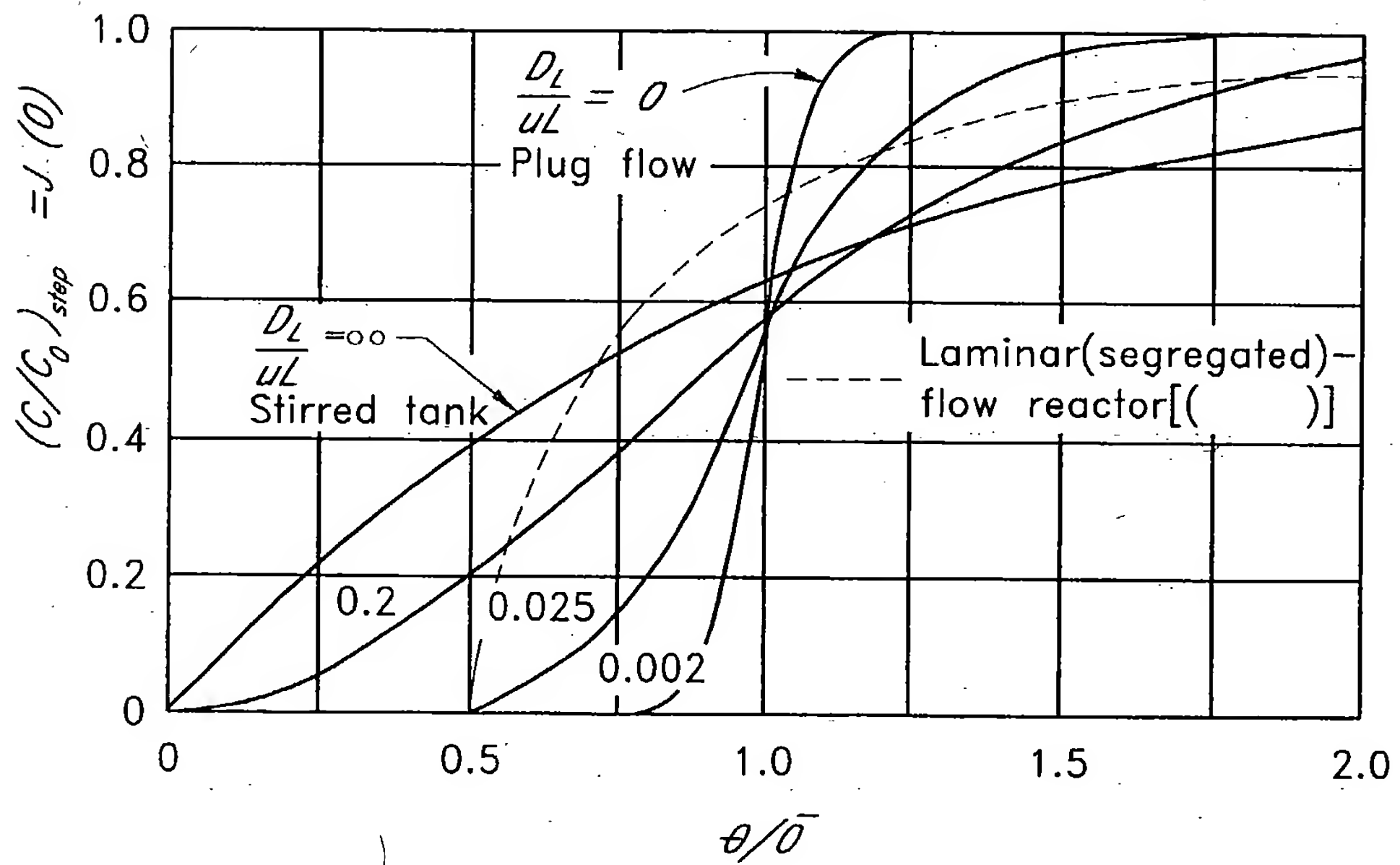


FIG. 23

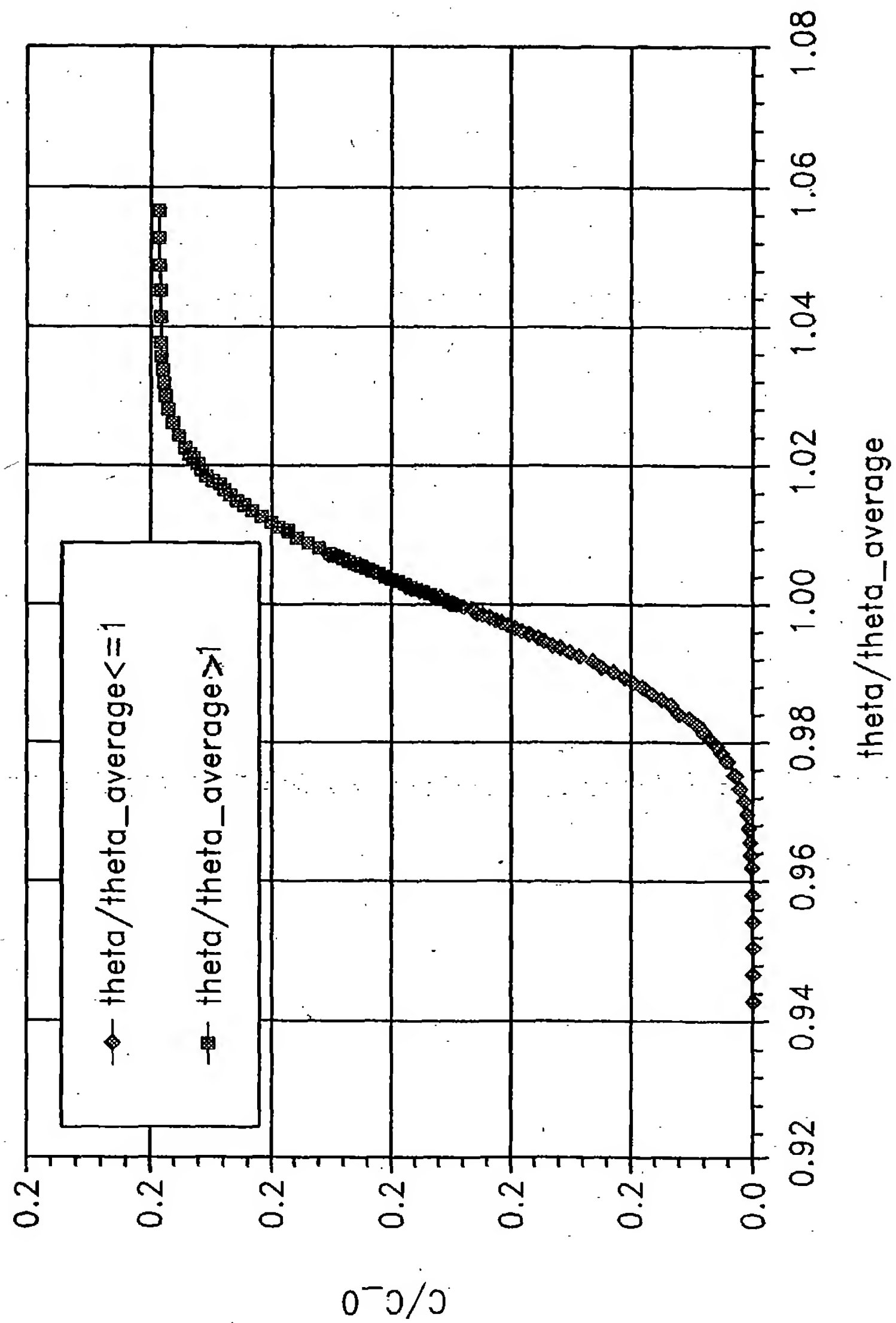


FIG. 24